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OIL TANKER

- THIRD OFFICER ■ JUNIOR OFFICER
- CHIEF ENGINEER ■ SECOND ENGINEER ■ FOURTH ENGINEER
- JUNIOR ENGINEER ■ ELECTRICAL OFFICER ■ BOSUN
- PUMPMAN ■ FITTER ■ AB ■ MOTORMAN ■ CHIEF COOK

OIL / CHEM TANKER

- THIRD OFFICER ■ JUNIOR OFFICER
- CHIEF ENGINEER ■ SECOND ENGINEER ■ THIRD ENGINEER
- FOURTH ENGINEER ■ JUNIOR ENGINEER
- ELECTRICAL OFFICER ■ BOSUN ■ PUMPMAN ■ FITTER
- AB ■ MOTORMAN ■ CHIEF COOK



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FEEDER CONTAINER

- CHIEF OFFICER ■ SECOND OFFICER ■ THIRD OFFICER (WITH US VISA)
- SECOND ENGINEER ■ ELECTRICAL OFFICER
- AB ■ OILER

PANAMAX BULK

- CHIEF ENGINEER ■ SECOND ENGINEER
- BOSUN ■ AB ■ CHIEF COOK

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9321276981 - CVs FOR TOP 4 RANKS - TANKER
9321276995 - CVs FOR JR. OFFICERS - TANKER
9930002034 - CVs FOR RATINGS & TR. - TANKER
9321277001 - CVs FOR RATINGS & TR. - TANKER

BULK:

9372802575 - CVs FOR TOP 4 RANKS - BULK + CONTAINER
9321276989 - CVs FOR BULK

CONTAINER:

9321277003 - CVs FOR CONTAINER + PCTC
9321276984 - CVs FOR CONTAINER

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- **Master, Chief Officer, Second Officer & Third Officer** with minimum 12 months experience and with experience in type of vessel mentioned.
- **Chief Engineer, Second Engineer, Electro Technical Officer (ETO) and Trainee ETO** with minimum 12 months experience, preferably sailed on ME engines.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

OIL TANKERS

- **Chief Officer** with 12 months rank experience on Crude Oil/Product Tankers.
- **Chief Engineer** with 15-18 months rank experience in Oil Tanker Crude/Product.
- **Second Engineer** with 12 months in Oil Tanker Crude/Product.
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

CHEMICAL TANKERS

- **Master, Chief Officer, Chief Engineer, Second Engineer, ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

GAS TANKERS – VLGC/LPG CARRIERS

- **Master, Chief Officer, Chief Engineer, Second Engineer, ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

GAS TANKERS – LNG CARRIERS

- **Chief Engineer, Second Engineer, Third Engineer, Fourth Engineer** holding Steam COC.



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- **Master, Chief Officer, Third Officer, Chief Engineer, Second Engineer, ETO & Trainee ETO**
- **Bosun, Able Seaman, Fitter, Motorman & Chief Cook** with minimum 12 to 18 months rank experience & with similar type of vessel mentioned.

ONSHORE POSITIONS

- **Marine Superintendent - Mumbai**
Candidate should have sailed onboard a Bulk carrier or a Tanker as a Master. Experience - minimum 1-2 years. Freshers may also apply.
- **HSEQA Superintendent - Chennai**
Candidate should have sailed onboard a Bulk carrier as a Master. Experience - minimum 1-2 years. Freshers may also apply.

SIMS FACULTY

- **Nautical Faculty for SIMS - Mumbai & Lonavala**
Require experienced Master who has sailed on Containers / Tankers vessels.
- **Engineering Faculty for SIMS - Mumbai**
Candidate should have sailed as Chief Engineer onboard a merchant vessel.

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- ▶ Electrical Engineer
- ▶ Fourth Engineer
- ▶ Third Officer
- ▶ Fitter
- ▶ Chief Cook with COC

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URGENT REQUIREMENTS

LARGE CONTAINER VESSELS

- Master • Chief Engineer • Second Engineer
- Third Engineer • **ETO**

PCTC (Pure Car & Truck Carrier)

These vessels are fitted with Hybrid Scrubber & BWTS (Tech Cross)

- Master • Chief Engineer • Second Engineer • Third Engineer

LNG

- Chief Officer • First Assistant Engineer
- Second Officer (with Chief Mates COC)
- Second Assistant Engineer (with Class 2 COC) • Third Officer
- Third Assistant Engineer • Gas Engineer • ETO

CHEMICAL TANKERS (Parcel Tankers)

- Chief Engineer • First Assistant Engineer • **ETO**
- Chief Officer • Third Officer

IGF TANKER (Dual Fuel Chemical Tanker)

- Chief Officer • First Assistant Engineer • ETO

VERY LARGE CRUDE TANKERS (VLCC)

- Chief Officer (with Master COC) • Third Officer

OIL - CHEMICAL TANKERS

(with experience of sailing in Ice conditions)

- Chief Officer • Third Officer • **ETO**

VERY LARGE GAS CARRIERS (VLGC)

- Chief Officer (with Master License)
- First Assistant Engineer • Gas Engineer • **ETO**

All interested candidates, please send in your updated resume to Email Id: apply@mms-india.com

Contact Persons - Officers : Ms. Ritu Pandey - 8291100570
Ms. Daisy Fernandes - 8657950693

RATINGS (with valid US Visa and SID)

Chemical Tankers (Parcel Tankers)

(preferred with parcel tanker experience)

- ▶ Pumpman ▶ Fitter(III/5) ▶ Able Seaman
- ▶ Ordinary Seaman (II/4) ▶ Oiler ▶ Wiper (III/4) ▶ Chief Cook ▶ Messman

Oil - Chemical Tankers

- ▶ Pumpman ▶ Fitter(III/5) ▶ Able Seaman
- ▶ Ordinary Seaman (II/4) ▶ Oiler ▶ Wiper (III/4) ▶ Chief Cook ▶ Messman

Very Large Crude Tankers (VLCC)

- ▶ Pumpman

Container

- ▶ Able Seaman ▶ Fitter ▶ Oiler ▶ Wiper ▶ Chief Cook

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SHORE JOB VACANCIES

Location : Mumbai Office

- ▶ Sr. Manager - Fleet Personnel Manning (CE with LNG background)
- ▶ Sr. Manager - Learning & Development (CE with Oil, Chem background) with strong preference and orientation Training operations.
- ▶ Manager - Ratings, responsible for overseeing the Ratings function and crew recruitment.
 - ▶ Manager (HR) - Oversee all HR functions, includes recruitment, front office management, inventory control, & staff management.
 - ▶ Manager (Finance) - Qualified CA with a few years of industry experience.
- ▶ Asst. Manager / Deputy Manager - Marine Recruiter, should have experience in sourcing for officer ranks both Tanker and Dry Vessels.

Location : Delhi Office

- ▶ Sr. Manager - Fleet Personnel (CE / Master with Oil, Chem background) with strong preference and orientation towards Crewing & Training operations.
- ▶ Sr. Executive / Asst. Manager - Marine Recruiter, should have experience in sourcing for officer ranks both Tanker and Dry Vessels.

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BRANCH OFFICE:

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Contact Person: Ms. Ritu Pandey - 8291100570



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URGENT REQUIREMENTS

Oil / Chem Tanker:

- ▶ **Chief Officer** - Dual Fuel vessel (IGF CoP)
Minimum 12 months rank experience.
- ▶ **ETO** - Minimum 12 months rank experience.

Bulk Carrier:

- ▶ **Chief Officer**

VLCC Tanker:

- ▶ **Chief Officer** - Minimum 15 months rank experience.

General Cargo Vessel:

- ▶ **Chief Officer**
- ▶ **Second Engineer**
- ▶ **ETO** - with 12 months rank experience
(with/without CoC).

SHORE JOBS – Wallem - Mumbai

- ▶ **Training Superintendent**
 - Chief Engineer (Preferably Electronic Engine Experience)
 - Minimum 3 years exp. in rank.
- ▶ **Consultant (Nautical)**
 - Master Mariner or Chief Officer (PCC / PCTC Experience)
 - Minimum 3 years exp. in rank.

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- ▶ **Master**
 - ▶ **Chief Officer**
 - ▶ **Chief Engineer**
 - ▶ **Second Engineer**
 - ▶ **ETO (CoC)**
- (Officers with IGF CoP preferred)

Ratings:

- ▶ **Pumpman Cum Fitter** - holding Tasco / Chemco and 6G Welding Certificate.
- ▶ **Fitter** - with 6G Welding Certificate.
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Contact For Shore Jobs:

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ETO – with COC

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(Minimum 6 Months sailing experience in LPG / Oil Vessel)
Preferably not more than 35 Years.

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- **CHIEF ENGINEER & 2ND ENGINEER**
(with a minimum of 6 to 24 months rank exp.)
- **2ND OFFICER & 3RD OFFICER**
(with a minimum of 6 to 12 months rank exp.)
- **3RD ENGINEER & 4TH ENGINEER**
(with a minimum of 6 to 12 months rank exp.)
- **ETO**
(with a minimum of 6 to 12 months rank exp.)
- **BOSUN • AB & OILER (COP Holders)**
(with 18 months rank exp.)
- **PUMPMAN**
(with 18 months rank exp.)
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THIRD ENGINEER

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ETO/EE

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BOSUN

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AB

Minimum 12 months rank experience on container vessel with Indian COP

FITTER

Minimum 12 months rank experience with 6G certificate

SECOND COOK

Minimum 12 months rank experience with Indian COC

ORDINARY SEAMAN

Minimum 12 months rank experience

WIPER

Minimum 12 months rank experience

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✉ iliketobe@synergymanning.com

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ETO (Container Vessel Exp.)

3RD OFF. (Container, PCC or Bulk Carrier Rank Exp.)

1ST ASST. ENG. (Container, PCC or Bulk Carrier Rank Exp.)

2ND ASST. ENG. (Container, PCC or Bulk Carrier Rank Exp.)

3RD ASST. ENG. (Container, PCC or Bulk Carrier Rank Exp.)

JUNIOR OFF. (Freshers with 2nd Mate CoC)

LPG

(Rank Exp.)

MASTER

CHIEF OFF.

2ND OFF.

ETO

GAS ENG.

CHIEF ENG.

1ST ASST. ENG.

2ND ASST. ENG.

LNG

MASTER (Rank Exp.)

CHIEF OFF. (Rank Exp.)

2ND OFF. (Rank Exp.)

ETO (Rank Exp.)

GAS ENG. (Rank Exp. with Class 2 Licence)

CHIEF ENG. (With Motor / Steam / Dual Licence Rank Exp.)

1ST ASST. ENG. (With Motor / Steam / Dual Licence Rank Exp.)

2ND ASST. ENG. (With Motor / Steam / Dual Licence Rank Exp.)

RATINGS

WITH RANK EXPERIENCE ON BULK / FULL CONTAINER / PCC / LPG TANKER / LNG TANKER

BOSUN

ABLE BODY SEAMAN

ORDINARY SEAMAN

ENG. FITTER

(No. 1 Oiler) (Preferable with COP III/5)
(With Watch Keeping Certificate)

OILER

WIPER

CHIEF COOK

2ND COOK

MESSMAN



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SHORE OPENING - MUMBAI OFFICE

MANNING SUPERINTENDENT (SAILED ON LPG/LNG VESSELS)

Previous Shore experience preferable. Send your resume to: albe.zachariah@molgroup.com

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On 28th Jan 2025, MOLMI Seafarers took delivery of Cielo Ace (All officers + Ratings).
First PCC vessel with LNG Fuelled (IGF Vessel) ME-GI engine for MOLMI Seafarers.





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RPSL-MUM-045 Issue Date: 13.03.2016 Expiry Date: 04.03.2026

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Tomini Shipping Pvt. Ltd. (Mumbai)

Capt. Randeep Bhalla (General Manager)

Gyanraj Kaslingum: +91 22 4979 5602 / +91 9136996747 (For Ratings)

Viganesh Ambekar: +91 9136901621 (For Ratings)

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RPSL - MUM-199 | Expiry Date: 19.07.2026



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- ▶ 2ND ENGINEER
- ▶ ETO WITH COC

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- ▶ 2ND ENGINEER (CONTAINER)
- ▶ 2ND ENGINEER (GENERAL CARGO)

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- ▶ DECK HAND (WITH UK EXPERIENCE)
- ▶ OFFICER ON WATCH (WITH UK EXPERIENCE)

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- ▶ 2ND OFFICER
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- ▶ ELECTRICAL OFFICER
- ▶ ABLE SEAMAN
- ▶ OILER
- ▶ FITTER

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- ▶ MASTER
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- ▶ 2ND OFFICER
- ▶ CHIEF ENGINEER
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Contact Us:

Mumbai Head Office

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Website: www.vrmaritime.net

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- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

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- Engineers: Chief Engineer | Second Engineer | Third Engineer | Fourth Engineer (previous ME engine and RT Flex engine experience required)
- Electrical Officer with COC
- Ratings: Able Seaman with COP | Motorman with COP | Chief Cook with MLC COC | Pumpman - Fitter

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WE DO NOT HAVE AGENTS IN INDIA RPSL-MUM-172 • DOI: 18.09.2020 • DOE: 18.09.2025

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Chief Engineer

Second Engineer

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BULK CARRIER

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Chief Officer

Chief Engineer

Second Engineer

Electrical Officer



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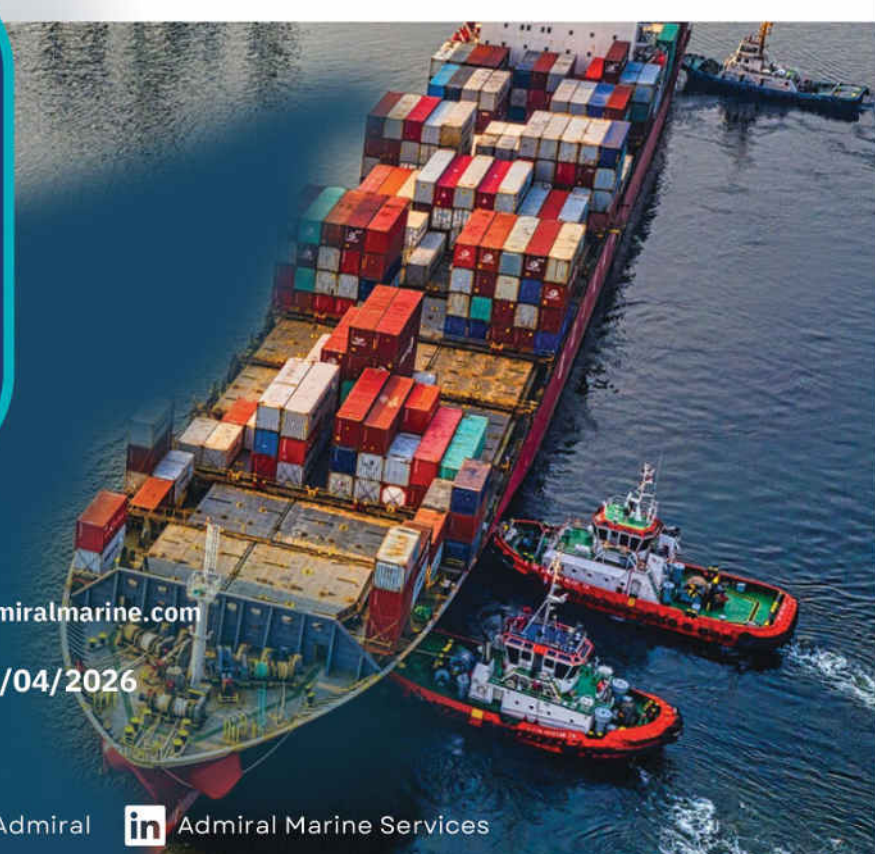
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RPSL-CHN-022 DOI: 07/04/2016 DOE: 21/04/2026

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- ◆ CHIEF ENGINEER

Ratings

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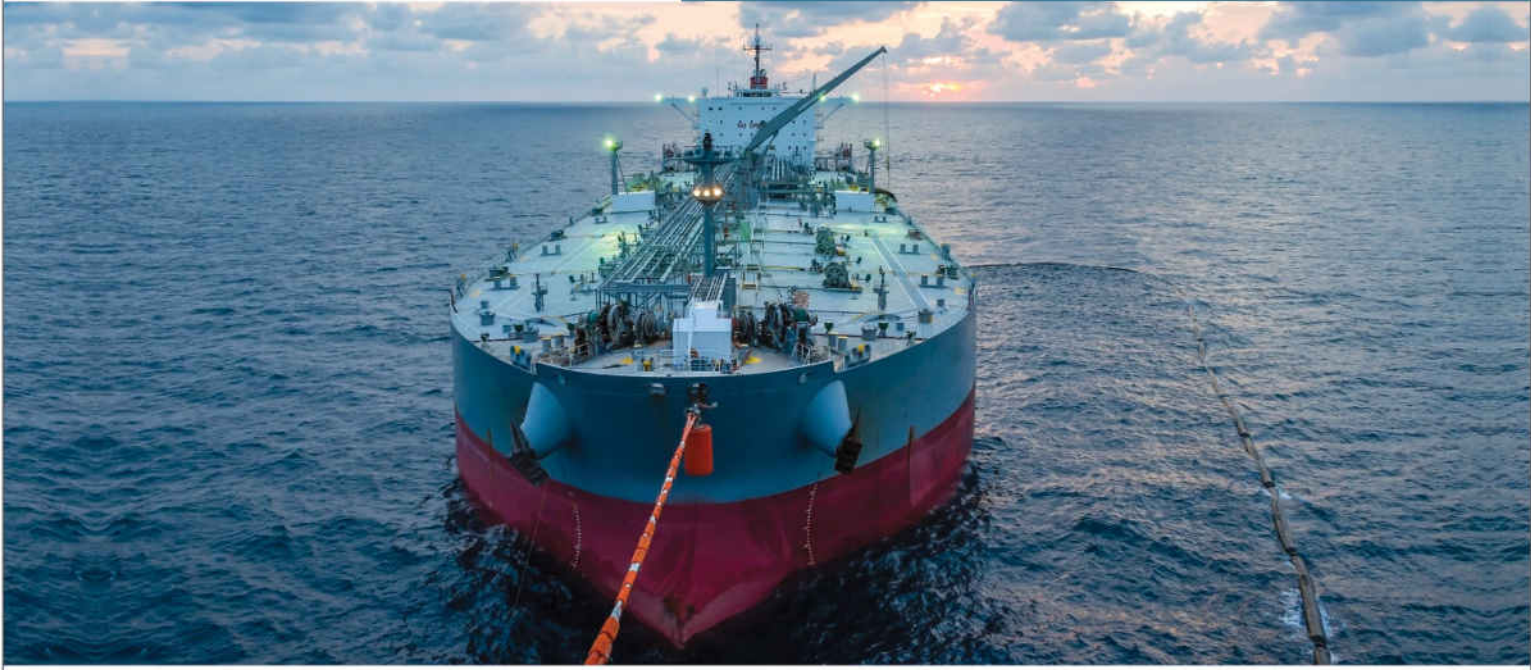
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- | | | |
|------------------|-------------------|----------------------------------|
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- **Third Officer** (minimum 6 months rank exp.)
- **Chief Engineer** (minimum 24 months rank exp.)
- **1st Assistant Engineer** (minimum 12 months rank exp.)
- **2nd Assistant Engineer** (minimum 6 months rank exp.)
- **3rd Assistant Engineer** (minimum 6 months rank exp.)
- **Gas Engineer** (minimum 12 months rank exp.)

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Grand Success of Bhartiya Navik Sena Union's Cricket Shipping Premier League 2025



The Bhartiya Navik Sena Union successfully organized the much-anticipated Cricket Shipping Premier League 2025, a tournament that brought together some of the biggest names in the shipping industry for an electrifying sporting event. The league witnessed participation from 16 prestigious shipping companies, showcasing the spirit of teamwork, sportsmanship, and camaraderie among seafarers and maritime professionals.

Participating Teams:

- | | |
|---|--|
| 1. MMS Maritime (India) Pvt. Ltd. | 10. The Great Eastern Shipping Co. Ltd. |
| 2. Elegant Marine Services Pvt. Ltd. | 11. Eastern Pacific Shipping |
| 3. Wilhelmsen Ship Management India Pvt. Ltd. | 12. Fleet Management India Pvt.Ltd. |
| 4. VR Maritime Services Pvt. Ltd. | 13. Anglo-Eastern Ship Management India Pvt. Ltd. |
| 5. TORM Shipping India Pvt. Ltd. | 14. Executive Ship Management |
| 6. d'Amico Ship Ishima India Pvt. Ltd. | 15. Dockendale Ship Management (India) Private Limited |
| 7. Synergy Marine Group | 16. Wallem Ship Management |
| 8. V.Ships India Pvt. Ltd. | |
| 9. Suntech Crew Management Pvt. Ltd. | |

The Grand Finale: A Clash of Titans

After an intense series of matches, the final showdown was played between V.Ships India Pvt. Ltd. and MMS Maritime (India) Pvt. Ltd. in a thrilling contest. With exceptional performances and unwavering team spirit, V.Ships emerged as the champions of the Cricket Shipping Premier League 2025.

A Celebration of Sportsmanship & Maritime Brotherhood

The event was graced by esteemed dignitaries from the maritime industry, including:

- **Capt. Deepak Correa**, Managing Director, Elegant Marine Services Pvt. Ltd.
- **Capt. Leonard Sequeira**, Director, MSI Shipping Services India Pvt. Ltd.
- **Capt. Anil Arora**, Director, Executive Ship Management
- **Capt. Shailesh Tiwari**, Director, Alba Marine Pvt. Ltd.
- **Capt. Santosh Dwivedi**, Executive Director, Xfinity Maritime Services Pvt. Ltd.

And many other respected leaders from the shipping fraternity.

This league not only celebrated cricket but also reinforced the strong bond shared by seafarers and maritime professionals. The Bhartiya Navik Sena Union continues to champion such initiatives that foster unity, well-being, and excellence within the maritime community.

Looking Forward

With the resounding success of Cricket Shipping Premier League 2025, the anticipation for next year's edition is already building up. This event has set a new benchmark, and we look forward to an even bigger and more exciting tournament in the future.

Mr. Ravindra Baing, President - BNSU, expressed his gratitude, stating, "We deeply appreciate all the teams for their enthusiastic participation, which has contributed to the tournament's remarkable success over the years. A special thanks to Seajob.net for their unwavering support in all our endeavors. Lastly, I extend my sincere

appreciation to our management team for their dedication in organizing this initiative."

Mr. Suresh Salaskar, General Secretary - BNSU, shared, "For the past 20 years, we have been hosting this event as a platform for shore staff, fostering camaraderie among them. They play a pivotal role in the lives of our seafarers, and this initiative was created to strengthen those bonds."

Mr. Nandkumar Baing, Secretary - BNSU, added, "Cricket is a passion in our country, and by offering this platform to shore staff, we are not only encouraging unity but also providing cricket enthusiasts an avenue to showcase their skills in a professional setting."

Congratulations to all the teams, participants, and winners!

WINNERS & RECOGNITIONS

Champions: V.Ships India Pvt. Ltd.

Awarded a Honda Xtreme Two-Wheeler and a cash prize of ₹25,000

Runner-Up: MMS Maritime (India) Pvt. Ltd.

Awarded a cash prize of ₹50,000

Best Batsman: Samadhan (MMS Maritime India Pvt. Ltd.)

– ₹5,000 cash prize sponsored by MMS Maritime (India) Pvt. Ltd.

Best Bowler: Nilesh (MMS Maritime India Pvt. Ltd.)

– ₹5,000 cash prize sponsored by MMS Maritime (India) Pvt. Ltd.





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- | | | |
|------------------|----------------------|---------------|
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| ▶ CHIEF OFFICER | ▶ SECOND ENGINEER | ▶ AB (COP) |
| ▶ SECOND OFFICER | ▶ THIRD ENGINEER | ▶ OILER (COP) |
| ▶ THIRD OFFICER | ▶ FOURTH ENGINEER | |
| | ▶ ELECTRICAL OFFICER | |

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- Should have 2-3 contracts' sailing experience in rank.
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- Should have 2-3 contracts' sailing experience in rank.
- Should hold FG/NCV COC, any COC acceptable.

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RPSL - MUM - 065 | DOI: Sept 1, 2021 | DOE: Sept 1, 2026

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- ◆ Second Engineer
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RPSL-MUM-162065
VALID FROM: 14.09.2021
VALID TILL: 14.09.2026

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▶▶ 2nd Engineer ▶▶ 3rd Officer
(Min. 6 Months Rank Experience)

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Cook	IND/IND	1200	Safety Off	NEBOSH	3000
Asst. Cook/GS	IND/IND	600	Cr OP	Sparrow Stage-3	6250
Rigger	IND/IND	As per experience	ETO	IND	9000
**Welder Fitter	As per experience		**Aluminum Fabricator	As per Experience	
Electrician	IND/IND	1500	**Mech Supervisor	As per Experience	

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4	Second Mate (F.G.)	4 Months	21	Medical Care	10 Days
5	MEO (F.G.) Class I	2 Months	22	GTFC	5 Days
6	MEO (F.G.) Class II	4 Months	23	OTCT	6 Days
7	SMS	5 Days	24	TASCO	10 Days
8	LCHS	5 Days	25	CHEMCO	10 Days
9	Diesel Engine CG Simulator	3 Days	26	Basic Safety Training	12 Days
10	ERS (MNGMT Level)	5 Days	27	STSDSD	2 Days
11	ERS (OP Level)	3 Days	28	RUTC (ENGINE)	4 Days
12	ROSC	10 Days	29	Medical Care (Refresher)	1 Day
13	ARPA	5 Days	30	PSCRB - REF	1 Day
14	ECDIS	5 Days	31	AFF - REF	1 Day
15	RANSCO	6 Days	32	MFA - REF	1 Day
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5	Basic Safety Training	12 Days	17	Medical Care (Refresher)	1 Day
6	GTFC	5 Days	18	MFA - REF	1 Day
7	OTCT	6 Days	19	PSCRB - REF	1 Day
8	TASCO	10 Days	20	AFF - REF	1 Day
9	CHEMCO	10 Days	21	PST - REF	1 Day
10	SSO	3 Days	22	FPFF - REF	1 Day
11	STSDSD	2 Days	23	RUTC (ENGINE)	4 Days
12	ERS (Operational Level)	3 Days	24	RUTC (DECK)	4 Days


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- Tough times never last, but tough people do.
- ➡ *Dr. Robert Schuller*
- Do not take life too seriously. You will never get out of it alive.
- ➡ *Elbert Hubbard*
- Always Do What You Are Afraid To Do.
- ➡ *Ralph Waldo Emerson*
- Believe that life is worth living, and your belief will help create the fact.
- ➡ *William James*

SEAANDJOB

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To The Readers ...

Deliver What You Say

In a world where success is often measured by tangible achievements, the ability to deliver on one's promises stands as a crucial factor in determining long-term credibility. While people think and act in different ways, not everyone reaches the pinnacle of success. The key differentiator? The ability to commit and follow through with consistency.

Truth and trust are the foundations upon which lasting success is built. Whatever you create with honesty and integrity will stand the test of time. On the other hand, if your commitments are driven by falsehoods or short-term gains, they will eventually crumble. Trust is not something that can be bought or manufactured overnight—it is earned through actions that align with words.

To truly stand out, one must be willing to learn continuously and develop a deep-rooted confidence that comes from within. Success is not just about having a great idea; it requires meticulous planning and a strong execution strategy. Those who succeed are those who commit to their promises, delivering consistently and reinforcing trust with every action they take.

A strong position in any field is not built on hollow words but on the ability to fulfill commitments. In the world of business, this principle is even more critical. A successful enterprise is one that delivers exactly what it promises. Customers and clients remember those who stand by their word and deliver beyond expectations. Commitment must be at the forefront of every action—there is no room for shortcuts or broken promises.

Opportunities come and go, but what sets individuals apart is how they handle them. It is easy to take an opportunity and disappear, but true credibility comes from consistently proving why you are dependable. The unshakable ones are those who demonstrate their ability to deliver time and again, leaving no room for doubt about their reliability.

A well-structured thought process is another essential ingredient in this journey. Success is not accidental; it is a result of deliberate efforts and clear thinking. Investing is necessary if you wish to rise in life—not just in terms of money, but also in time, effort, and uniqueness. The more you invest in sharpening your skills and strengthening your character, the better your chances of standing out in a crowded world.

One important lesson to remember is that you should never try to sell yourself in a way that diminishes your authenticity. People respect those who play fair and maintain ethical standards in their journey.

At the end of the day, true success is not just about reaching a destination but about the satisfaction of knowing that you have delivered on your promises. It is about looking back with pride, knowing that you built something real, something trustworthy, and something that will stand the test of time. Deliver what you say, and success will follow naturally.

*God Bless You
Roni Abraham
Editor*



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Health Zone



STRENGTHENING OUR MENTAL HEALTH: LESSONS TO KEEP US MOVING FORWARD

Mental health encompasses our emotional, psychological, and social well-being. It influences our thoughts, feelings, and behaviors as we navigate through life. Additionally, it plays a crucial role in how we manage stress, interact with others, and make decisions. The significance of mental health is evident at every life stage, from childhood and adolescence to adulthood and old age.

Our mental well-being has undoubtedly faced significant challenges in recent years due to stigma surrounding, stress, insufficient diet, inadequate sleep, anxiety, peer pressure and many more. The positive aspect is that we have gained valuable insights into how to support the mental health, enabling us to navigate life's difficulties more effectively. The practices outlined below can assist you in maintaining mental strength and resilience as you confront future stressful situations.

Mental health holds significant importance as it enables individuals to:

- Manage life's stresses effectively
- Maintain physical well-being
- Foster healthy relationships
- Contribute meaningfully to their communities
- Engage in productive work
- Live up to the fullest potential



1. Maintaining the Connectivity

It is often appealing to distance ourselves from others during times of mental health challenges. Nevertheless, such isolation can adversely affect both our mental and physical well-being. It is important to actively seek out innovative methods to engage with family and friends on a regular basis. Consider arranging morning coffee gatherings, enjoying lunch in the park or taking evening strolls in the neighborhood as effective means to maintain

connections with those who matter to you.

2. Consume nutritious foods

Have you ever encountered the phrase "You are what you eat"? This statement holds significant truth, as our dietary choices directly affect our emotional well-being. The term "hangry," a blend of hungry and angry, was created to describe the irritability that often accompanies hunger. Consuming a diet rich in sugar, fat, and caffeine can result in energy crashes, leaving us feeling lethargic and depleted throughout the day. Conversely, a diet primarily consisting of whole grains, fruits, vegetables, fish, and lean meats has a beneficial effect on our mental health, in addition to enhancing physical health. Research indicates that such a diet can even alleviate symptoms of depression.

3. Prioritize Adequate Hydration

The human body comprises approximately 75% water, underscoring the necessity of hydration for optimal bodily function. Even slight dehydration can adversely affect our mood and cognitive alertness. Replacing sugary beverages, such as soda, with water is beneficial for sustaining both mental and physical well-being.

4. Ensure A Higher Purpose of Living

Engaging in positive contributions to our surroundings can significantly enhance our mood. Consider the individuals in your life for a moment. Small gestures of kindness, such as inquiring if loved ones require anything from the grocery store or sending an unexpected encouraging message, not only uplifts them but also fosters a beneficial effect on your own mental well-being.

5. Regulate The Consumption of News

It is essential to remain informed about current events; however, excessive news consumption can be detrimental to one's mental well-being. Research indicates that the repetitive format of news broadcasts can adversely affect mental health. It is advisable to establish a routine of checking the news once or twice daily and to opt for reading over viewing, regardless of the news outlet you prefer.

6. Believe in Hope

Faith offers hope and a sense of purpose, particularly during challenging periods. Engaging with a faith community establishes a framework and fosters connections with individuals who hold similar beliefs. Regularly incorporating faith and active participation in a faith community has been demonstrated to lower rates of suicide, alcoholism, and substance abuse. Strive to find innovative ways to engage with your faith community consistently. Getting support from a group of people also builds hope and motivation.



Health Zone



7. Seek Professional Help

Experiencing stress is a common occurrence. Nevertheless, persistent stress can have detrimental effects on the body and may adversely affect mental well-being. If you notice feelings of depression or anxiety that are compromising your quality of life, it is advisable to seek help. It is easy to dismiss these feelings by convincing yourself that “it’s not that serious.” While this may be a tempting thought, it is more beneficial to confront the thoughts and behavioral patterns linked to mental health challenges before they become entrenched.

Early intervention facilitates the process of making necessary changes and breaking negative cycles, allowing for quicker improvement in your well-being. Consider consulting your primary care physician or arranging an initial session with a counselor to explore whether ongoing support could be beneficial. Prioritizing your well-being is essential.

8. Doing Meditation

Meditation is a practice that engages both the mind and body, enabling individuals to cultivate their focus and awareness. It encompasses various forms, such as mindfulness meditation and transcendental meditation.

Typically, meditation includes the following elements: A serene environment with minimal distractions along with a designated, comfortable posture, which may involve sitting, lying down, walking, or other positions. Meditation enables one to increase focus by giving mental clarity. By practicing meditation we foster a mindset of acceptance, enabling distractions to emerge and fade away organically, free from judgment.

9. Relaxation Techniques

Relaxation techniques are methods employed to elicit the body's inherent relaxation response. Various types of relaxation techniques include:

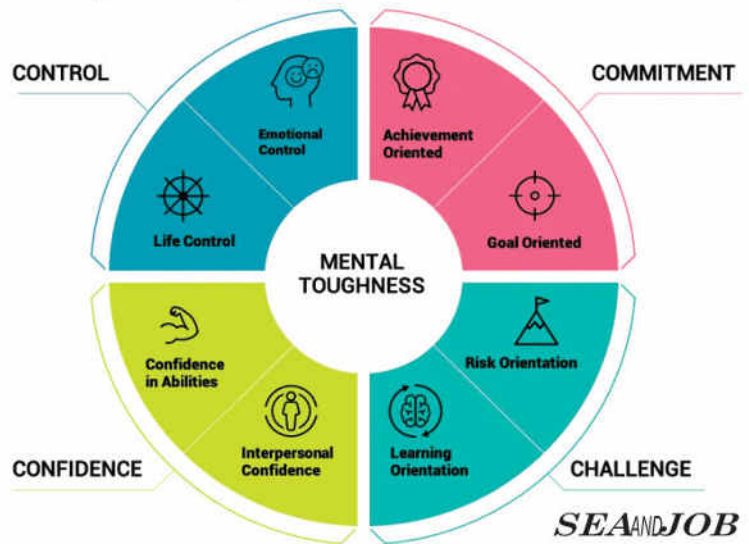
- **Progressive relaxation** - It involves systematically tensing and relaxing different muscle groups, often accompanied by mental imagery or breathing exercises.
- **Guided imagery** - A technique that encourages focusing on positive mental images to enhance relaxation and concentration.
- **Biofeedback** - It utilizes electronic devices to help individuals gain control over specific physiological functions, such as breathing, heart rate, and muscle tension.
- **Self-hypnosis** - Aimed at achieving a relaxed, trance-like state in response to suggestions or cues.
- **Deep breathing exercises** - Focuses on the practice of taking slow and deep breaths.

10. Practicing Gratitude

Engaging in the practice of gratitude involves acknowledging

and appreciating the positive aspects of your life. It is beneficial to incorporate this practice into your daily routine, whether by reflecting on what you are thankful for or documenting it in a journal. These aspects can range from significant sources of support from loved ones to smaller pleasures, such as relishing a delightful meal.

It is essential to take a moment to savor these positive experiences. Cultivating gratitude can alter your perspective on life. For instance, during times of stress, you may overlook the moments that bring you joy. Embracing gratitude can enhance your ability to recognize these uplifting instances.



11. Maintaining A Positive Attitude

It is essential to cultivate a positive perspective, and there are several strategies to achieve this. Firstly, it is crucial to maintain a balance between positive and negative emotions. Embracing positivity does not imply the absence of negative feelings such as sadness or anger. Experiencing these emotions is necessary for navigating challenging circumstances, as they can inform your responses to various issues.

However, it is important to ensure that these emotions do not dominate your mindset. For instance, dwelling on past misfortunes or excessively worrying about the future is counterproductive. Secondly, it is beneficial to cherish positive emotions when they arise. Lastly, consider taking breaks from negative information. Recognize when it is time to limit your consumption of news.

While social media can serve as a platform for support and connection with others, exercise caution. Avoid succumbing to rumors, engaging in disputes or making unfavorable comparisons between your life and that of others.

(Disclaimer: This article is not intended to diagnose, treat, cure, or prevent any disease. Information and statements made are for educational purposes and are not intended to replace the advice of your medical practitioner. If you have a severe medical condition, see your physician of choice.)



NAVIGATING THE UNCHARTED



THE MANDELA EFFECT—WHEN YOUR MEMORY PLAYS TRICKS ON YOU

Have you ever sworn that something happened a certain way, only to discover later that it never did? Perhaps you recall a famous event, or even a small detail, but when you check the facts, it's completely different from how you remember it. This curious phenomenon is known as the Mandela Effect, where a large group of people collectively misremember facts, events, or details.

The term was coined in 2009 after many people shared a vivid memory of the late Nelson Mandela dying in the 1980s while in prison—yet, as we all know, he lived for many years after that, passing away in 2013. This incident of shared misremembering raises intriguing questions: Could our brains be playing tricks on us? Is there an alternate reality where things did happen differently?



The Mandela Effect challenges our understanding of memory, suggesting that our recollections may not be as reliable as we think. And perhaps more eerily, it leaves us wondering how many other 'facts' we are misremembering as a society. This collective false memory is not isolated to just one event; it spans across various aspects of culture, history, and even pop culture.

➔ FAMOUS EXAMPLES THAT WILL MAKE YOU QUESTION EVERYTHING

Here are two well-known Mandela Effect cases that might make you question your memory:

✓ Monopoly Man's Missing Monocle

Many people distinctly remember the Monopoly board game's mascot, Rich Uncle Pennybags, sporting a monocle. However, the official character has never had one. Despite this, many are adamant about recalling him with the accessory.

✓ Pikachu's Tail Colour Misconceptions

Countless fans of Pokémon believe Pikachu's tail once had a black tip at the end. In reality, Pikachu's tail has always been completely yellow. Still, many recall it differently, sparking confusion over the years.

➔ WHY DOES THIS HAPPEN? THE SCIENCE BEHIND THE MANDELA EFFECT

The Mandela Effect can be explained by the way our brains handle memory. One of the key factors at play is confabulation, which is when our minds fill in gaps in our memory with false details. This often happens unconsciously, as our brains try to create a coherent narrative from incomplete or fragmented information.

Additionally, the brain doesn't store memories like a camera or a video recorder. Instead, it reconstructs them each time we recall an event. This process isn't always perfect—sometimes, our brain may unknowingly insert details that weren't there originally or blend in external influences, such as conversations, media, or cultural trends.

This reconstruction process can lead to collective misremembering, especially if many people share similar experiences or misconceptions. So, while we may be certain about specific memories, they may not always be as accurate as we think.

➔ THE INTERNET'S ROLE IN SPREADING FALSE MEMORIES

The internet, especially social media, plays a significant role in amplifying the Mandela Effect. Misinformation can spread rapidly across platforms, with people sharing their memories and experiences, which may not be entirely accurate. These false details, once shared, are quickly adopted by others who might not question them, creating a cycle of confusion.

Additionally, the echo chamber effect comes into play. When a group of people collectively believes in a certain version of events, it starts to feel more real, even if it's inaccurate. As more individuals embrace these false memories, they reinforce one another's beliefs, making it harder for people to recognize the truth. The more widespread a misremembered fact becomes, the more convincing it seems to the masses.

➔ PARALLEL UNIVERSES OR JUST A BRAIN TRICK?

Some people argue that the Mandela Effect might be proof of alternate realities or parallel universes, where different timelines or dimensions exist, and in one version, events occurred differently. The idea is that when people recall these misremembered events, they're somehow tapping into a version of reality where those details are true.



NAVIGATING THE UNCHARTED



However, the more scientific explanation leans toward memory errors and the brain's natural tendencies to fill in gaps. Memory is far from a perfect system—our minds are prone to errors, especially when recalling events from the past.

Coupled with misinformation and the power of collective reinforcement, it's easy for false memories to spread and become entrenched in a community. What may feel like a glimpse into another universe is often just a result of the brain's tendency to reconstruct memories in ways that are not always accurate.

➔ HOW TO SPOT AND PREVENT FALSE MEMORIES

False memories can be incredibly convincing, especially when they are shared by a large group of people. However, there are practical steps you can take to spot and prevent them from influencing your thoughts and decisions.



1. Verify Facts Before Assuming They're True

Before accepting something as fact, it's essential to verify it from reliable and trustworthy sources. In today's world of instant information, it's easy to stumble across misleading content that may feel familiar or sound right. To avoid false memories, take the time to double-check key facts using authoritative sources—whether it's history, news, or even pop culture references. Websites like news outlets, academic papers, and official records are great starting points for validation.

2. Cross-Check Sources and Question Assumptions

Relying on a single source of information can lead to a lopsided or false understanding of a subject. Cross-check facts across multiple independent sources. This can help uncover discrepancies and reduce

the chances of being misled. Additionally, questioning your own assumptions about events or details is crucial. Just because something feels familiar doesn't mean it's true. Actively challenging your memories can create a more accurate picture and prevent cognitive biases from taking over.

3. Awareness Helps In Better Decision-making

Being aware of the Mandela Effect and how false memories work can significantly improve your decision-making. When you're conscious of the fact that memories are reconstructive and subject to errors, you're less likely to rely on faulty recollections or assumptions.

This awareness can also help you make more informed choices, whether in personal matters, professional decisions, or even when interacting with others. By questioning the validity of what we "remember," we can protect ourselves from falling into the trap of misinformation.

➔ HOW UNDERSTANDING THE MANDELA EFFECT CAN BENEFIT SEAFARERS

The Mandela Effect can be crucial for seafarers in ensuring safety and accuracy on board. Being aware of how memory can be distorted helps them verify critical details, such as navigational procedures and safety protocols, before acting on them.

This awareness also aids in avoiding miscommunication, as false memories or assumptions could lead to confusion between crew members. In high-pressure situations, where quick decisions are essential, knowing the potential for memory errors encourages seafarers to rely on documented procedures and facts, ultimately improving decision-making and ensuring a safer, more efficient work environment at sea.

Conclusion:

The Mandela Effect serves as a fascinating reminder of how memory can be unreliable, especially in high-stakes environments like the sea. For seafarers, where accurate recall of procedures, navigation details, and safety protocols is crucial, understanding the potential for memory distortion is vital. Misremembering important information can lead to dangerous errors, miscommunications, and poor decision-making. By being aware of this cognitive bias, seafarers can take extra steps to verify facts, double-check procedures, and ensure clear communication within the crew. This mindfulness helps prevent accidents and ensures smoother operations, ultimately safeguarding both the crew and the vessel. So, next time you're sure about something, remember: trust your memory, but always verify it—especially when the stakes are as high as they are at sea.

(Disclaimer: The information in this magazine are purely for recreational reading/entertainment. They are not meant to replace intelligent decision-making on behalf of the reader.)

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Roger, who was 19 years old, was buying an expensive bracelet, to surprise his girlfriend on their anniversary, at a very smart jeweler's shop in Hatton Garden, London. The jeweler inquired, "Would you like your girlfriend's name engraved on it?"

Roger thought for a moment, grinned, then answered, "No, instead engrave 'To my one and only love'."

The jeweler smiled and said, "Yes, sir; how very romantic of you." Roger retorted with a glint in his eye, "Not exactly romantic, but very practical. This way, if we break up, I can use it again."



Little Johnny was crying one day, and his dad asked him why. 'I've lost five cents,' sobbed Johnny. 'Don't worry,' said his dad kindly. 'Here's five more for you,'

At this Johnny howled louder than ever.

'Now what is it?' asked his dad.

'I wish I'd said I'd lost ten cents!', Johnny said.



A: I have the perfect son.

B: Does he smoke?

A: No, he doesn't.

B: Does he drink whiskey?

A: No, he doesn't.

B: Does he ever come home late?

A: No, he doesn't.

B: I guess you really do have the perfect son. How old is he?

A: He will be six months old next Wednesday.



A boy asks his father, "Dad, are bugs good to eat?" "That's disgusting. Don't talk about things like that over dinner," the dad replies. After dinner the father asks, "Now, son, what did you want to ask me?" "Oh, nothing," the boy says. "There was a bug in your soup, but now it's gone."



A man screams into the phone receiver: It doesn't have a tail, so I'm pretty sure it's a hamster.

Tech support: *sigh* Fine. Right click on your hamster...

Q: What kind of car do Sushi chefs drive

A: Rolls Rice



Two children were sent to the butcher's shop by their parents to buy chicken.

Child 1: What's all this talk about 'The Bird Flew?'

Child 2: I know right! I mean, aren't they supposed to fly?



An old man and his neighbor were on their regular morning walk, when he mused: "The car salesman told me that this car seats 6 people with no problems.

I thought to myself, I don't think I know 6 people with no problems."



Teacher: "Which book has helped you the most in your life?"

Student: "My father's cheque book!"



Q: Did you hear about the guy who couldn't pay for his exorcism?

A: He got repossessed.



A woman came home, screeching her car into the driveway, and ran into the house. She slammed the door and shouted excitedly, "Honey, pack your bags. I won the lottery!"

The husband said, "Oh my God! What should I pack, beach stuff or mountain stuff?" "Doesn't matter," she said, "Just get out."

My wife told me that our new neighbor always kisses his wife when he goes to work. Then she asked, "Why don't you do that?!"

I replied, "How can I? I don't even know her."





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<p>Best Employer for Oil Tanker</p>	<p>Marshal Ship Management Pvt. Ltd.</p> 	<p>Best Employer for Offshore Fleet</p>	<p>Ocean Sparkle Limited</p> 	<p>Best Employer of the Year (Indian Flag)</p>	<p>The Great Eastern Shipping Co. Ltd.</p>  <p>THE GREAT EASTERN SHIPPING CO. LTD.</p>	<p>Best Employer for Bitumen Tanker</p>	<p>Shoolin Ship Management Pvt. Ltd.</p> 
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<p>Emerging Company of the Year</p>	<p>NauticFleet Private Limited</p> 	<p>Appreciation for CSR Activities</p>	<p>Admiral Marine Services Pvt. Ltd.</p> 	<p>Best Employer for VLCC</p>	<p>MMS Maritime (India) Pvt. Ltd.</p> 	<p>Fastest-Growing Company of the Year</p>	<p>Seven Islands Shipping Limited</p> 
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<p>Company with Max. All Types of Vessels</p>	<p>VR Maritime Services Pvt. Ltd.</p> 	<p>Best Green Fleet Employer</p>	<p>Eastaway (India) Pvt. Ltd.</p> 
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PEARLS OF THE SEA (Small Segment)

<p>Best Employer of the Year</p>	<p>AG. Maritime Private Limited</p> 	<p>Best Employer for Dry Cargo Fleet</p>	<p>Pacific Basin Shipping (HK) Limited</p> 	<p>Best Employer for Container Fleet</p>	<p>Pacific International Lines (Pacific Manning Agency)</p> 	<p>Best Employer for Gas Tanker Fleet</p>	<p>Ocean One Ship Management</p> 	<p>Best Employer for Chemical Tanker</p>	<p>Cenmar Maritime Agencies (India) Pvt. Ltd.</p> 
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<p>Best Employer for Oil Tanker</p>	<p>Teekay Shipping (India) Pvt. Ltd.</p> 	<p>Emerging Company of the Year</p>	<p>Blackhull Maritime Services Pvt. Ltd.</p> 	<p>Fastest-Growing Company of the Year</p>	<p>Olympia Ship Management Pvt. Ltd.</p> 	<p>Best Employer for VLCC</p>	<p>Andromeda Shipping (India) Pvt. Ltd.</p> 	<p>Company with Max. All Types of Vessels</p>	<p>Zodiac Maritime Agencies (India) Private Limited</p> 
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NYK SHIPMANAGEMENT (INDIA) PVT. LTD.

(RPSL-MUM-240 DOI: 14.12.2022 DOE: 14.12.2027)

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- ◆ Chief Officer ◆ 2nd Officer ◆ 3rd Officer
- ◆ Chief Engineer ◆ 1st Asst. Engineer

**GANTRY CRANE
(Open Hatch General
Cargo Vessel)**

- ◆ Master ◆ Chief Officer
- ◆ Chief Engineer
- ◆ 1st Asst. Engineer

LNG

- ◆ CM ◆ JCM ◆ 2nd Officer
- ◆ 3rd Officer
(with LNG exp.)

PCC

- ◆ Master
- ◆ Chief Officer
(with exp.)
- ◆ 2nd Officer
(with higher license)
- ◆ Chief Engineer
- ◆ 1st Asst. Engineer
- ◆ ETOs (On Urgent Basis)

CONTACT US:

**We are
delighted to
announce:**



NYK SHIPMANAGEMENT (INDIA) PVT. LTD.
has relocated and is operating
from new office premises, with
effect from 11th November 2024.

NEW OFFICE ADDRESS

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NYK SHIPMANAGEMENT

NYKSM HOSTS OFFICERS' SEMINAR ON SAFETY AND COMPLIANCE FIRST



MR. ANUBHAV GARG



MR. HIROAKI OHASHI



CAPT. PURENDU NANSI



MR. NOBUHIRO KASHIMA



MR. DEEPAK ARORA



MR. KESHAV AGARWALA



MS. HIDEKO TSUKADA



MR. RANDHIR DAS



CAPT. VIKAS AGARWAL



MR. ANDREW LEMMIS



CAPT. RAJAT MARWAHA



CAPT. KASHIF ALI

NYK Shipmanagement (NYKSM) hosted a two-day Officers' Seminar at the Grand Marriott, Navi Mumbai, under the theme "Safety and Compliance FIRST." The seminar brought together maritime professionals, and officers to engage in insightful discussions and interactive sessions aimed at enhancing safety standards, and operational efficiency in the maritime sector.

Capt. Purendu Nansi, General Manager, NYKSM (India) formally set the stage for a day of knowledge-sharing and collaborative discussions. The seminar commenced with a welcome note by Mr. Keshav Agarwala, Country Manager, NYKSM (India), — who provided a brief introduction to all attendees. This was followed by an opening speech from Mr. Nobuhiro Kashima, Senior Managing Executive Officer, NYK Line, — setting the stage for the discussions ahead. To break the ice, Capt. Rajat Marwaha, Tank Ops Manager, conducted an engaging session titled "Architects of the Skies." The interactive game fostered a collaborative environment among participants.

Capt. Ishan Chauhan, Manager, Maritime Human Resources (MHR), NYKSM, introduced an innovative approach to human resource management by incorporating AI technology videos. His session focused on physical and mental health, the Big Yellow App (a 24/7 chat support system for seafarers), and an open discussion on improving support for crew members.

A detailed presentation on NiBiKi PMS (Planned Maintenance System) was delivered by Mr. Randhir Das, Technical Lead — PMS Support, covering: features and functions of data analysis, pre-joining document essentials, case studies on recent incidents, policies on social media, cultural awareness, gender equality, and zero-tolerance to alcohol, addressing harassment and bullying onboard, mental health support for cadets, daily operations and best practices for PMS job execution.

Capt. Vikas Agarwal, DGM Fleet, NYKSM, led a workshop on Navigational Incidents, emphasizing the importance of proactive safety measures. A session on lifeboat and davit incidents was conducted by Mr. Andrew Lemmis, CEO, Watercraft Marine, who shared key lessons learned and preventive measures to avoid lifeboat-related accidents. Capt. Mohan Rao Munjiti, Deputy CEM, NYKSM, gave a presentation on ESG & GHG Management, highlighting the latest advancements in environmental sustainability and compliance within the shipping industry.





CAPT. TAKAHARU DEGUCHI



CAPT. TOMOAKI NAKANISHI



MR. ANDREW LEAHY



CAPT. ISHAN CHAUHAN



MR. ANSUMAN GHOSH



CAPT. VIVEK VENUGOPAL



CAPT. ASHOK SRINIVASAN



CAPT. PREM PRAKASH



CAPT. MOHAN RAO MUNJITI



MR. ROCHIT DAS



MR. RISHABH BADONI

An informative piece on Bridging Generational Bias, was led by Capt. Kashif Ali, Sailing Staff, Master and Rishabh Badoni, Sailing Staff, Third Officer. It focused on: understanding generational gaps onboard, traits of different generations, psychological and workplace dynamics, myths and strategies for fostering unity among crew members. Capt. Rajat Marwaha conducted a SIRE 2.0 workshop, discussing: The importance of SIRE 2.0 in maritime safety, administrative processes and challenges, common issues related to HQIV, PIQ, and photographs, preparation strategies for SIRE 2.0 compliance.

A session on Media Management was led by Mr. Andrew Leahy, Director- Southeast Asia, and Ms. Sarah Ng, Regional Manager, MTI Pte. Ltd., guiding attendees on best practices in managing maritime media communications. The day concluded with a cocktail dinner and an awards ceremony, recognizing officers for their long-standing service, and contributions to the industry.

The second day of the seminar began with a thought-provoking session by Mr. Ansuman Ghosh, Director of Risk Assessments, titled "From a Career by Chance to a Career by Choice." The discussion explored the role of the UK P&I Club in crew welfare, common crew claims, types of injuries, illnesses, and the importance of crew well-being for safer and more efficient ships. He also emphasized diversity, equity, and inclusion (DEI) and fundamental challenges and motivations that influence seafarers in choosing their profession.

Following this, Mr. Rochit Das, Vessel Manager, NYKSM, led a case study workshop on engine incidents, where participants analyzed real-life scenarios and devised preventive measures. This was followed by an informative session by Capt. Vivek Venugopal, DGM HSEQ, NYKSM who elaborated on HSEQ Key Performance Indicators (KPIs), discussing risk assessments, daily job orders, near-miss reports, e-filing diligence, port safety reports, and NiBiKi optimization strategies. Capt. Ashok Srinivasan, Regional Manager and Technical Advisor at BIMCO, conducted a session titled "Sailing Together: Supporting Shipowners and Seafarers." He gave an overview of BIMCO's mission, membership engagement, regulatory work, and initiatives for

improving seafarers' safety and well-being. The session also highlighted BIMCO's sustainability initiative aimed at removing single-use plastics onboard.

A critical discussion on NYK's efforts towards new fuels was presented by Capt. Prem Prakash, NYK Line, Marine Group. He detailed NYK's industry-wide initiatives for adopting alternative fuels, accelerating GHG emission reductions, and strategizing for the ammonia value chain while ensuring safety-driven operational changes in ship design.

The seminar concluded with a closing note by Mr. Anubhav Garg, Managing Director and COO of NYKSM, who emphasized the importance of safety, compliance, empowering junior staff, and leading by example. His message reinforced that safety and compliance go beyond regulations—they reflect the respect and integrity of the maritime profession. Mr. Hiroaki Ohashi, NYKSM Chairman and CEO, delivered the final closing remarks, marking the official end of the seminar. However, the engagements continued with dedicated meetings where seafarers were divided into groups based on vessel types for interactive discussions.

The chief guests were escorted to the NYK Navi Mumbai office for a special lamp lighting and ribbon-cutting ceremony. The Japan delegates received a warm welcome, and Capt. (Dr.) Daniel J Joseph, Dy. Director General of Shipping, Govt. of India and Shri Gopikrishna.C, Engineer & Ship Surveyor cum-Deputy DG(Tech)- extended his best wishes for the new office. As a mark of appreciation, tokens of gratitude were presented to the esteemed guests, symbolizing NYKSM's ongoing growth and dedication towards achieving excellence.

The two-day seminar concluded on a high note with a grand party and dinner, marking yet another successful event dedicated to fostering a safer, more sustainable, and inclusive maritime industry.





In Conversation With



Mr. Hiroaki Ohashi,
Chairman and CEO,
NYK Shipmanagement Pte. Ltd.

Can you tell us something about yourself?

I'm Hiroaki Ohashi, and I joined NYK Line as a third engineer after graduating from Maritime University in Japan in 1989. I spent 10 years sailing on various vessel types, including LNG carriers, tankers, container ships, and bulkers, before transitioning to maritime safety, quality, and ship management at NYK headquarters.

NYK Ship Management (NYKSM) Singapore was established in 2001, and simultaneously, we set up our local manning office in India in 2002. I still remember very clearly when we started our operations in Mumbai. At that time, our office was in a small space—almost minimal. Many of the Japanese staff who came from Tokyo were initially shocked by Mumbai's culture, but over time, we adapted and expanded our presence.

Gradually, we increased the number of Indian seafarers, and today, we have over 1,000 Indian seafarers in our fleet. Over the past two days, I have attended the Officers' Seminar in Navi Mumbai, and what surprises me the most is the transformation we have witnessed. When we first began operations, not everyone was familiar with NYK Line's corporate culture or our company's long-standing history. Today, nearly 1,000 seafarers deeply understand NYK's legacy, which dates back to 1885, and have built strong relationships within NYKSM. We started with a very small office in Mumbai in 2002, and today, we are celebrating our expansion with a much larger office—one that supports both our manning and technical operations.

SIRE 2.0 introduces stricter compliance and continuous assessment—how do you see it impacting ship management?

SIRE 2.0 presents a new challenge for the industry, pushing ship management

companies and managers to adapt. Regulatory changes are a natural part of our field, and SIRE 2.0 is not just an improvement but an evolution that requires adaptation. However, we are confident in our ability to comply with the new regulations. SIRE 2.0 represents another significant shift in the industry, and we are prepared to meet these new standards.

What alternative fuel is NYK exploring to achieve this goal?

At NYK, we are actively increasing the use of dual-fuel engine vessels and LNG-fueled vessels. Additionally, we are strongly advocating for ammonia as the next-generation fuel. Of course, toxicity remains a concern for seafarers, but as a company committed to innovation, we are set to deliver our first ammonia-fueled vessel in 2026. This will be an ocean-going ammonia fuel carrier. We have already successfully launched an ammonia-fueled tugboat in Yokohama, Japan. To ensure safety, we have held comprehensive discussions with experienced seafarers on how to handle ammonia responsibly. Based on these discussions, we developed proposals for NYK Tokyo's top management regarding engine room safety for ammonia-fueled vessels. We greatly appreciate that our leadership has embraced these recommendations. I firmly believe that NYK is pioneering the operation of ammonia-fueled vessels. While challenges exist, I am confident that we can operate these vessels safely and efficiently.

What upcoming projects is NYK working on for the future?

One of NYK's key future projects is achieving carbon neutrality by 2050. Our NYK Decarbonization Story, available on our company's website, provides a comprehensive roadmap—not just from a technical perspective but also from a commercial standpoint. Investing in decarbonization requires careful planning, including mechanisms like internal carbon pricing.

Without a strong justification framework, making large-scale investments can be challenging. That's why our decarbonization strategy focuses not only on technological advancements but also on how NYK will justify such significant investments while contributing to society, stakeholders, and shareholders.



Mr. Anubhav Garg,
Managing Director and COO,
NYK Shipmanagement Pte. Ltd.

Can you tell us something about yourself?

I'm Anubhav Garg, a qualified Marine Engineer. I sailed as a Chief Engineer for various companies, with my last sailing tenure being with NYK Ship Management. In 2004, I joined NYK Ship Management in the Singapore office as a superintendent in the car carrier fleet. Over the years, I have worked in different fleets, including container and tanker fleets. In 2022, I took over as the Managing Director.

What is the immediate goal of NYK Ship Management?

The immediate goal of NYK Ship Management is to continue providing world-class ship management services and solutions to our principals, NYK Line. We aim to support them in achieving their net-zero target by 2050 by assisting in the adoption of new technologies, future fuels, decarbonization, and digitalization.

What are the new developments taking place at NYK?

NYK is deeply committed to achieving net-zero emissions by 2050. As owners of various types of vessels, they are heavily involved in research and the implementation of new technologies. These include ammonia fuel, carbon dioxide capture, low-pressure CO2 carriage (LCO2), and methanol, among others. NYK's primary focus and priority in environmental sustainability are to integrate these advancements effectively into their fleet.

Could you elaborate on NYK's "Zero Time Lost" ideal and how you collaborate onboard to achieve this?

The "Zero Time Lost" ideal signifies NYK's goal of ensuring no delays, stoppages, or incidents that could result in commercial losses, injuries, or environmental damage. The key to achieving this is having well-trained and highly qualified crew members on board. These professionals are consistently supported by NYK Ship Management in their daily operations. By providing the best possible support, we help them work towards achieving the "Zero Time Lost" goal.

How would you describe the culture at NYK Ship Management?

Our culture is deeply rooted in diversity and inclusion. We uphold the core values of the NYK Group and NYK Line, which are the "Three I's": Innovation, Integrity, and Intensity. These principles guide our operations and interactions across all levels.

As Managing Director, what are the biggest challenges you face, and how are you addressing them?

One of the biggest challenges is keeping pace with the rapidly evolving shipping industry, technological advancements, and regulatory changes. Additionally, there is a declining interest in seafaring as a profession, making it increasingly difficult to recruit a sufficient number of well-trained and qualified seafarers—a challenge that will only grow as technology advances. To address this, NYK operates its own maritime training academy in the Philippines, where we train both deck and engine cadets. The academy can accommodate up to 200 cadets per year, depending on demand. We are also expanding recruitment efforts in India, hiring 60 cadets this year from various maritime universities, with plans to further increase hiring. These cadets will receive training onboard our vessels, including specialized NYK cadet ships of different types.



Capt. Purendu Nansi
General Manager,
NYKSM India

Can you walk us through your journey into ship management and what led you to this leadership position?

I joined NYKSM in 2002 as master. At that time, NYKSM had just commenced their operations in Singapore (1 Oct 2001). In 2005, I was selected to join the shore HSEQ team in the Singapore office. Along the way, I had the opportunity to serve as the vessel manager, Lay up manager and project manager. Moving forward, I was promoted to DGM HSEQ and appointed as DPA and CSO in 2019. In 2023, I moved to India as I was assigned a new role and new responsibility

to oversee manning operations in India as General Manager.

What are the key challenges you face in managing a fleet, and how do you navigate them?

As we are all aware, the shipping industry is wrestling with one of its biggest challenges — seafarer shortage globally. Young people nowadays are showing a declining interest in seafaring as a career, making it increasingly challenging to recruit a sufficient number of well-trained and qualified seafarers. We have collaborated with several maritime institutes, we induct Deck and Engine cadets from these institutes to maintain our work force. We inducted 60 cadets this year from various maritime universities, with plans to further increase hiring. These cadets will receive training onboard our vessels, including specialized NYK cadet ships of different types.

What is the procedure for recruiting Indian seafarers and what is your take on Indian seafarers?

We adhere to DG shipping guidelines and directives. In brief, Education and training from maritime institutes, STCW certification, sea time, certification and licensing, medical fitness, etc. Indian seafarers are a vital asset to the maritime industry, respected for their expertise and dedication. They are globally recognized for technical proficiency, thanks to our robust education systems and STCW compliance. English fluency, and adaptability to multi-cultural environments. Known for discipline, resilience, and professionalism, making them preferred hires for international fleets. We must thank DG Shipping of India for developing Digitization, Automation, Cybersecurity, R&D, and

technological advancements shifts will be crucial for long-term success in this field.

What is your perspective on the training to seafarers?

The maritime and shipping industry is indeed dynamic, with continuous advancements in technology, regulations and environmental standards. Training is undeniably critical for seafarers to adapt to these changes, and in-house training centers play a pivotal role in addressing these evolving needs. In-house training centers are a strategic asset, ensuring seafarers remain competent, compliant, and confident in a rapidly evolving industry. By combining cutting-edge technology, tailored content and a focus on sustainability, these centers not only enhance safety and efficiency but also future-proof the workforce against emerging challenges.



Mr. Nobuhiro Kashima
Senior Managing
Executive Officer, NYK Line

Could you please introduce yourself?

My name is Nobuhiro Kashima, and I am part of NYK in Tokyo. I am responsible for the Technical Division, which includes the Marine Division for safety. I have expertise in engineering, and IT, for NYK.

How do you fulfill the expectations of a company like NYK Line?

NYK Line has high expectations, not only from NYK Ship Management (NYKSM) in Navi Mumbai but also from the broader Indian maritime industry. India is a key market for NYK, and we see great potential here. We are making new commitments, particularly in ship management, and the opening of our new office reflects this ambition. It is an exciting challenge for NYK as we continue to expand our presence in India.

What emergency steps are being taken to ensure the safety of seafarers on board?

We implement multiple measures to ensure the safety and well-being of our seafarers, both physically and mentally. Health is a crucial factor, as seafarers spend more than six months onboard. We focus on physical health, mental well-being, and effective communication among crew members. The role of the seniors in overseeing the crew's well-being is vital, and we provide the necessary support to ensure a safe and healthy

working environment.

How important is communication on board, and what steps can be taken to enhance it?

Communication is crucial onboard, especially for maintaining connections between the ship and land. The introduction of satellite communication systems like Starlink has significantly improved connectivity. These advancements make private communication with family members easier, more convenient, and cost-effective, which plays a vital role in seafarers' overall well-being.

What are your views on India as a supplier of manpower to the world?

India has immense potential as a manpower supplier, particularly in the maritime industry. The country's large population and skilled workforce make it a valuable resource, not just for shipping but across various industries, including manufacturing. We see significant opportunities in India's maritime sector and look forward to its continued growth and contribution.

What are the benefits of having a diversified fleet, and what is the key to effective fleet management?

A diversified fleet offers operational flexibility and resilience. When it comes to seafarers, most of our crew come from the Philippines and India. Effective fleet management requires seamless collaboration among multinational crews. Cultural understanding and strong communication are essential to creating synergy among diverse nationalities, ensuring smooth operations and efficient management.



Mr. Keshav Agarwala
Country Manager,
NYKSM India

Can you tell us something about yourself?

I'm Keshav Agarwala, Country Manager for NYKSM India, and I have been with NYK Ship Management for over 23 years. I began my journey with NYKSM as a Chief Engineer while already serving in that capacity at sea in 2004. In 2007, I transitioned to shore-side management, joining the Singapore office as a Vessel Manager. I spent nine years in Singapore before moving to NYK Ship Management's Philippines office in 2016, where I served as General Manager for six and a half years.

In 2022, as we prepared to launch our operations in India, I relocated mid-year to establish technical and ship management services in the country. We initially set up in Gurugram, but as we expanded into all facets of ship management, we made a strategic decision to consolidate our technical and manning offices. This led us to move to Mumbai, and our new office in Navi Mumbai was selected. We commenced operations at the end of last year.

How do you balance operational efficiency with strict safety compliance?

Safety compliance is ingrained in NYK Ship Management's DNA. As a 23-year-old ship management company, these principles are deeply embedded in our processes and thought patterns. I often say that the risk assessments we perform on paper are instinctively carried out in our minds as well. It's simply part of who we are.

What key strategies have helped maintain NYKSM's reputation in the industry?

NYKSM is synonymous with excellence and commitment to delivering high standards. That's how people recognize us. Another key aspect of our brand is transparency. Owners and stakeholders trust us because we do not hide issues or gloss over shortcomings. If failures occur on board, we openly acknowledge them. This honesty has earned us credibility and a strong industry reputation.

How does the company support sustainability in shipping operations?

Sustainability is at the core of our green policy. We have taken proactive initiatives, often ahead of other companies, to drive environmental responsibility. For instance, we eliminated plastic water bottles on our ships nearly seven or eight years ago—possibly the first company to do so. NYK also heavily invests in green shipping technology, such as the NYK Super Eco Ship 2050. Our commitment to ESG responsibilities is unwavering, and we continuously work towards sustainable shipping practices.



Capt. Manabu Nomoto
General Manager-Operations/
Marine, NYK Line

Can you tell us something about yourself?

I am Capt. Manabu Nomoto, and I have been working with NYK since 1993. It has been more than 30 years now. I currently reside in Antwerp, and for the past 2.5 years, I have been managing the Capesize, Panamax, and Handysize vessels under the Marine Division in the Operations Division. We have six stations under our management.

What are the new developments taking place at NYK?

Currently, we are focusing on ESG initiatives, particularly decarbonization. We are also prioritizing the improvement of the working environment and ensuring the well-being of our crew. Crew safety remains our number

one priority, and we are continuously developing measures to enhance both safety and hospitality for our seafarers.

How do you compare Indian shipping regulations with foreign ones?

Indian shipping regulations are well-organized and well-structured. I have had the opportunity to work closely with Indian crew members, and I find their professionalism and hospitality to be outstanding. Their cooperative spirit makes them valuable members of the industry.

The shipping industry is often seen as male-centric. What message would you like to give to aspiring female officers?

At NYK, we strongly support and encourage female officers. We actively hire and motivate women to join the maritime industry. I have personally seen female officers from Japan and Indonesia onboard, and I believe that in the future, there will be even more opportunities for women in this field.



SHIPPING NEWS

MSC GETS SET TO ROCKET TO THE TOP OF THE GLOBAL TERMINAL OPERATOR LEAGUE TABLE

The announcement on 4 March 2025 that CK Hutchison would be selling its 80% stake in Hutchison Ports Holding to a Blackrock-TiL consortium is set to rocket MSC to the top of Drewry's Global Terminal Operator (GTO) league table.

Hutchison Ports, which is currently owned 80% CK Hutchison and 20% PSA International, operates a portfolio of 43 maritime container terminals outside of China and Hong Kong stretching from Australia to the United Arab Emirates. The combined capacity of these terminals was over 73 MTEU at the end of 2023, with total throughput of almost 47 MTEU.

In contrast, MSC's portfolio – comprising its majority (70%) stake in Terminal Investment Limited (TiL), 100% shareholding in Africa Global Logistics, a portfolio of primarily Italian terminals held via wholly-owned Marinvest and a smattering of other directly-held stakes – generated total throughput of over 70 MTEU in 2023.

However, since not all terminals in the respective portfolios are wholly-owned, Drewry uses equity-adjusted throughput as a metric, which adjusts throughout for each terminal pro-rata to the ownership stake held.

The proposed deal will see MSC leapfrog other leading GTOs to secure the top spot in the global terminal operator rankings which Drewry produces each year, securing the Swiss-headquartered container carrier a truly global network of container terminals.

Overall, Drewry's assessment is that the Hutchison portfolio is complementary to the existing terminal assets under the control of MSC – with the operations in the high growth Southeast Asia and Mexican markets seen to be particularly advantageous.

There are however a number of markets where the deal may result in excess concentration:

1. Panama – where TiL already holds 42.5% stake in the 2.2 MTEU capacity PSA Panama International Terminal at Rodman, which is located opposite the Hutchison-operated 4.0 MTEU Balboa terminal (90% shareholding)

2. Rotterdam – MSC operates the 1.9 MTEU capacity Delta Dedicated North Terminal under a JV agreement with ECT, in which Hutchison is majority (89.4%) shareholder. ECT additionally operates the ECT Delta Terminal (4.6 MTEU capacity) and holds a 60.8% stake in the Euromax Terminal (3.2 MTEU capacity), while Hutchison Ports holds 100% stake in Hutchison Ports Delta II facility (3.6 MTEU capacity).

The EU regulators will however take into account MSC's dominant position in the nearby Port of Antwerp plus its recently acquired

49.9% in leading Hamburg operator HHLA when considering whether the latest deal reduces competition across the Northwest Europe port range.

3. Spain – TiL is the 100% shareholder in MSC Terminal Valencia, and holds the concession to develop the 4.8 MTEU capacity CT4. Meanwhile, Hutchison's wholly-owned 3.3 MTEU capacity BEST facility is the largest in the Port of Barcelona.

We therefore expect that the transaction may well trigger some divestments to meet the requirements of the various competition regulators.

At a reported value of \$22.8 billion, this is by far the largest deal in the global container terminal sector, dwarfing other major takeovers that have taken place in recent years.

While details on the structure of the deal have not yet been released, the partnership between MSC and Global Infrastructure Partners (GIP), which was acquired by Blackrock in 2024, is longstanding. GIP initially acquired a 35% stake in TiL in 2013, which although was subsequently diluted to 20%, it has remained invested in the business for longer than many other infrastructure funds.

The synergies between TiL and MSC's carrier business are clear – the ability to guarantee volumes from the liner gives TiL a clear edge when negotiating both concessions and acquisitions, and GIP (now Blackrock) provides a source of alternative funding that has undoubtedly been well utilised to build the portfolio.

TiL has also evolved over the past 10+ years to have a clearer corporate culture focussed on operational excellence and sustainable operations, and has leveraged its relationship with MSC to deliver its global growth strategy.

In contrast, Hutchison Ports built its portfolio in the late 1990s and early 2000s – very much a "first mover" within the global port sector, but in more recent years it has relied primarily upon organic growth at existing facilities to increase portfolio volumes.

CK Hutchison's wider industrial interests, in particular in the telecoms sector, have reportedly limited the amount of funding available for its ports business, which as a result, has been stuck in the slow-lane compared to the other leading GTOs.

In summary, this deal appears to be a major win for MSC, which secures additional capacity in several key markets. We do however expect the regulatory processes to extend for at least a year, and foresee competition authorities taking a particular interest in the Northwest Europe, Spain and Panama markets.

NEW ARBITRATION ACT – KEY IMPLICATIONS

The Arbitration Act 2025 (the “Act”) will shortly come into force (on a date to be decided by the UK Secretary of State), and when it does, it will govern all arbitrations taking place in England and Wales.

The Act is the culmination of the Law Commission’s review of the former Arbitration Act 1996, a process which commenced in 2021 and was designated to ensure that arbitration in England and Wales remains best-in-class and the leading destination for commercial arbitration.

The Law Commission’s view was that a radical change was not necessary, but it did make some suggestions which have now been adopted, set out below.

► What is new?

Impartiality – arbitrator’s duty of disclosure

The Act does not introduce a new standard requiring an arbitrator’s independence, but it does require arbitrators to disclose any circumstances which may bring into doubt their impartiality.

The duty is owed to the party appointing the arbitrator and the parties to the arbitration proceedings. This reflects a similar rule applicable in the International Chamber of Commerce Arbitration rules and codifies the Supreme Court’s 2020 decision in *Halliburton v Chubb*.

Interestingly, this addition was opposed by FOSFA, GAFTA and the LMAA, who pointed to small pools of arbitrators and appointing solicitors which made repeat appointments common.

Whilst *Halliburton v Chubb* did acknowledge that the maritime industry does have an established custom and practice that overlapping appointments do not need to be disclosed, arbitrators will now be under a continuing duty to disclose any circumstances which may raise doubts over their impartiality.

This includes both information which the arbitrator knows and ought to know, meaning that arbitrators will have to carry out some investigations regarding potential issues of impartiality.

The Act does not specify exactly what things will require disclosure, leaving it to become an area amplified by future case law. As the standard relates to “justifiable doubts as to ... impartiality” and repeat appointments are common in shipping disputes, it might be asked if shipping arbitrators really need to be concerned about this (there could be no justifiable doubt), but we would expect most to err on the side of caution and disclose details.

This may have the practical effect of creating a new area for disputes between the parties or widening the pool of arbitrators that are used.

On a positive note for arbitrators, the Act has now amended the previous legal position so that arbitrators cannot be liable for their resignation unless their behaviour is shown to be unreasonable or

containing bad faith.

So in practice, if an arbitrator reasonably resigns his appointment, they will no longer be liable for any extra fees incurred in appointing a replacement. This will be welcome news to English arbitrators, even if it still falls short from the total arbitrator immunity afforded under Dubai arbitration (DIAC).

► Summary Judgment

Under the Arbitration Act 1996, there are no rights for arbitrators to summarily dispose of a case that has little prospects of success, even if arbitrators are obliged to avoid unnecessary delay and expense.

In an update which now brings the Act in line with English court proceedings and arbitration powers in both Singapore (SIAC) and Hong Kong (HKIAC), arbitrators will now have the power for summary disposal.

This will be available for Claims of Defences which the tribunal considers have ‘no real prospect of success’ [KF3] [OG4], which has an established meaning under English law court proceedings.

This right to have a case summarily judged will only be on application of the parties and subject to any contrary agreement. That means where the parties have expressly contracted out of this right, it will not be available. This is a welcome addition which hopefully can make arbitration both quicker and cheaper.


Another confirmed power is the ability to collect and preserve evidence from third parties. Previously, this was only available in English court proceedings, but it can now be requested in arbitration by applying to the court.

► New Procedure For Jurisdictional Challenges

The Act also streamlines how parties can challenge a tribunal’s jurisdiction. Under the 1996 Act, parties could object to the tribunal’s jurisdiction, questioning for example whether it was properly constituted or whether there was an agreement to arbitrate. Even if the tribunal ruled on its own jurisdiction, the objecting party could apply to court for a full rehearing.

The new Act changes this. Going forward, a jurisdiction challenge made under section 67 will not hear new evidence and will not entertain new grounds of objection, unless they could not have been put before the original tribunal.

The purpose here is to make things quicker and more efficient, preventing an objecting party from delaying, incurring costs and effectively having ‘two bites of the cherry’ – that is, objecting to the arbitration tribunal’s jurisdiction, making various arguments (and hearing the tribunal’s answer to those) and then repeating the full process again to a higher court.

If a court holds under section 67 that the tribunal has no jurisdiction, it can now declare that the award has no effect. The Act also allows tribunals to make awards on costs if they or the court find they have no jurisdiction. This means that parties who wrongfully choose arbitration could face cost penalties. 

Governing law

The Act has introduced a new default rule regarding governing law of an arbitration agreement – where parties choose the seat of the arbitration to be England, English law will automatically apply to the arbitration agreement.

This is a move designed to end complex cases regarding which law applies to the arbitration agreement. Where a contract says ‘this contract is governed by law X’, whilst that will be effective choice of law for the contract, it may not be treated as an express choice of law for the arbitration clause.

There are circumstances in which the arbitration clause, if it is recorded in another clause or another agreement, is argued to be governed by another law entirely.

These types of complicated arguments as to which law is most closely connected to the arbitration agreement will disappear under the Act, and hopefully this simplification will be welcomed by all parties. Parties who choose England and Wales as the seat of their foreign law contract should now face fewer surprise

arguments.

What has not changed?

Section 69 of the 1996 Act, which allows appeals on points of law or where things are clearly wrong or of public importance, remains unchanged. Despite lobbying on both sides, the Act does not remove the right to appeal or make it easier.

Parties wishing greater flexibility or finality with regard to appeals should consider alternative arbitration forums or address this directly in their arbitration agreements.

The Law Commission suggested several other reforms – such as requiring arbitrators to have certain qualifications and giving tribunals more powers over security for costs – but these were not adopted.

As a result, the Act is more of an upgrade rather than a major overhaul, which may be reassuring for those familiar with the current process. It will be interesting to see how the arbitration associations navigate their new obligations.

ECB CUTS INTEREST RATES, KEEPS DOOR AJAR TO MORE EASING

The European Central Bank cut interest rates as expected and kept the door ajar to more, even as a looming trade war with the United States and plans to boost military spending drive Europe’s biggest economic policy upheaval in decades.

Easing for the sixth time since June, the ECB lowered its deposit rate to 2.5% in a nod to slowing inflation and faltering growth, and said that rates were still restricting growth, even if less so than in the past.

That wording suggests that more rate cuts may be coming as the central bank has long declared that restriction is no longer necessary once inflation, at 2.4% last month, is safely heading back to its 2% target this year.

“Monetary policy is becoming meaningfully less restrictive,” the ECB said in a statement, changing its previous guidance that rates remained restrictive.

The nuanced language means a further rate cut in April is not a given, with policy hawks already arguing for caution. ECB President Christine Lagarde said this latest cut was widely backed, with only Austrian Central Bank Chief Robert Holzmann abstaining. Lagarde said the ECB would not pre-commit to further moves.

“If the data indicates to us that in order to reach (our) destination, the appropriate monetary policy should be to cut, we shall do so,” she told her regular press conference.

“If, on the other hand, the data indicates that is not the case, then we shall not cut and we will pause.”

Lagarde said the bank was watching how the transformational changes to fiscal rules announced by Germany and the European

Commission to boost defence and infrastructure spending would play out.

“This is work in progress. We have to be attentive and vigilant, and understand how this will work,” she said. “On both accounts, that would be supportive to European growth at large.” The ECB lowered its 2025 economic growth forecast, released quarterly, for the fourth consecutive time, putting expansion in 2025 at just 0.9%, only slightly above the 0.7% pace recorded last year.

Inflation was meanwhile seen at 2.3% this year, above the 2.1% seen three months ago. Lagarde nevertheless said disinflation in the euro area remained on track and that inflation was due to hit the target of around 2% by early 2026.

“The downward revisions (in growth) for 2025 and 2026 reflect lower exports and ongoing weakness in investment, in part originating from high trade policy uncertainty as well as broader policy uncertainty,” the ECB’s statement said.

GLOBAL UNCERTAINTY

The level of uncertainty in the global economy was something to which Lagarde referred repeatedly in her press conference.

A trade war with the United States is looming and firms are already holding back investment, awaiting clarity on measures to be directed at the European Union and how tariffs imposed on others could redirect trade flows.

But the ECB does not act on short-term volatility so that change will not be enough for now to alter the debate, even if policymakers are likely to notice and raise the issue in the coming weeks.

Mirages: The Science Behind Nature's Optical Illusions

Imagine walking through a scorching desert, your throat dry, when suddenly you see a shimmering oasis in the distance. You rush forward, only to find... nothing. What you saw wasn't water but a mirage, an optical illusion caused by the bending of light.

But mirages aren't just limited to deserts! They can appear in the Arctic, over oceans, and even in bustling cities. Some of the world's most extraordinary mirages have tricked sailors, travelers, and even entire villages for centuries.

A mirage occurs when light bends due to temperature differences in the air, a phenomenon called **refraction**. Light typically travels in straight lines, but when it moves through layers of air with varying temperatures, its path curves. This bending can create the illusion of water, floating ships, or even entire cities in the sky.

There are **two main types of mirages**:

a. Inferior Mirage – The classic “desert oasis” effect. These occur when hot air near the ground bends light from the sky downward, making it look like a pool of water reflecting the sky.

b. Superior Mirage – Objects appear floating above the horizon or distorted. This happens in cold environments when warmer air sits above cooler air, bending light in ways that make ships, islands, or entire skylines appear in the sky.

Now, let's explore some of the most astonishing mirages ever witnessed!

1. The Floating Ships of the Horizon

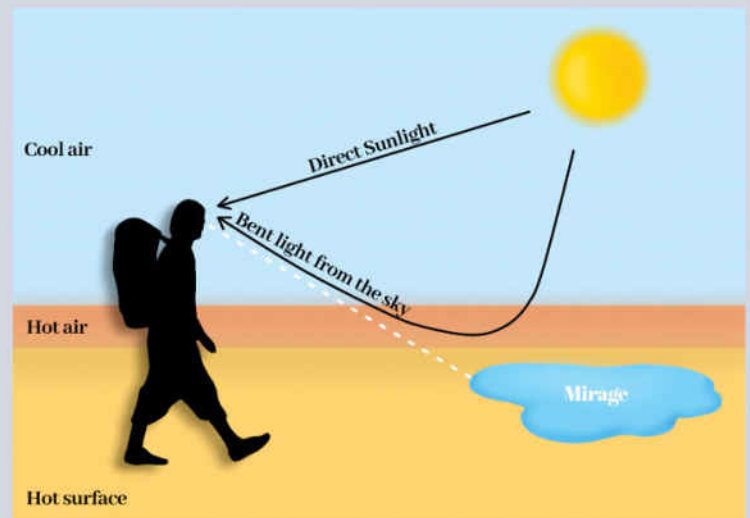
One of the most famous mirage phenomena is the sight of ships floating in mid-air. Known as the “**Fata Morgana**”, this superior mirage causes ships to appear elongated, upside-down, or even stacked upon themselves.

In 2021, a British photographer captured a jaw-dropping image of a large ship seemingly hovering above the ocean off the coast of Cornwall. This illusion was caused by warm air above the cool sea

bending light in such a way that it projected the ship's image higher than its actual position.

2. The Phantom City of China

In 2011, thousands of people in Huangshan, China, witnessed an eerie spectacle: an entire city skyline, complete with buildings and trees, floating above a river. Videos of the event went viral, sparking rumors of parallel universes and secret government projects. However, scientists quickly explained that it was a superior mirage caused by humid air bending light from the city below. Similar ghostly cities have been seen in China's Xin'an River and even over Lake Michigan in the U.S.!



3. The Disappearing Islands of the Arctic

Arctic explorers have reported mirages of landmasses that don't exist for centuries. The legendary **Crocker Land** was one such example. In 1906, explorer Robert Peary claimed to have seen a massive landmass northwest of Canada's Arctic region.

Excited, he sent an expedition to find it in 1913. After grueling efforts, the explorers realized they had been chasing a mirage—a superior mirage that made icebergs look like a distant land.

4. The Highway Mirage

A mirage most of us have seen is the shimmering water on roads during hot days. This **inferior mirage** happens when the sun heats the pavement, causing the light from the sky to bend downward, making it look like a reflective surface of water. Though we now understand it scientifically, travelers in ancient times mistook this effect for actual lakes, leading to false hope in arid landscapes.

Final Thoughts

Mirages have fascinated and deceived humans for centuries. Whether making ships float in mid-air, conjuring up ghostly cities, or luring travelers with false water, these optical illusions remind us how nature can play tricks on our eyes.

The Vanishing Wild: A Look At Endangered Forests

"All the poetry is going from Nature,' he cried, 'her lakes and marshes are drained, her seas banked up, her forests cut down."— E.M. Forster

Forests: the green lungs of our planet, home to quirky creatures, ancient trees, and tantalizing mysteries that have us in awe; they are nature's master multi-taskers. They provide oxygen, regulate climate, protect against floods, and are what most of the animal kingdom calls 'home'. About 80% of the world's terrestrial species live in forests, from the chatty parrots of South America to the stealthy tigers of India. But owing to deforestation, urban expansion, illegal logging, and climate change, many forests are shrinking faster than ever. From the legendary Amazon to the misty mountains of Borneo, some of the most magical places on Earth are in danger. Let us take a fascinating journey into the world of endangered forests.

Here's a mind-blowing fact: every second, we lose about a football field's worth of forest. That means by the time you finish this article; another chunk of green paradise will have vanished.

The Most Endangered Forests on Earth

Let's take a look at some forests that are in serious trouble—and why we need to rally behind them.

1. The Amazon Rainforest – The Giant in Trouble

The Amazon is the world's largest rainforest, spanning nine countries and producing 20% of the world's oxygen. It's often called the "lungs of the planet," but lately, those lungs have been wheezing. Deforestation, mainly due to cattle ranching and agriculture, is wiping out the Amazon at alarming rates. Illegal logging is another massive issue, and let's not forget the fires—many of which are set intentionally to clear land.

2. The Congo Basin – Africa's Green Heart

The Congo Basin is the second-largest rainforest and one of the most biodiverse places on Earth. It's home to gorillas, forest elephants, and the mysterious okapi (which looks like a mix between a zebra and a giraffe). Unfortunately, illegal logging, mining, and poaching threaten this ecological treasure trove.

Fun fact: The Congo rainforest has peat bogs that store as much carbon as the entire world emits in three years! If destroyed, all that carbon would be released into the atmosphere.

3. The Borneo and Sumatra Rainforests – Orangutan Paradise Under Siege

Borneo and Sumatra were once covered in lush rainforests, but they are disappearing at a staggering rate due to palm oil plantations. Palm oil is used in everything from chocolate to shampoo, making it a major driver of deforestation.

4. The Daintree Rainforest – An Ancient Wonder

One of the world's oldest rainforests, the Daintree in Australia is older than the Amazon and is home to some truly prehistoric-looking creatures. But climate change and human encroachment are putting this living fossil in danger.

The Domino Effect of Losing Forests

Losing forests isn't just bad for trees and animals—it's bad for us too. Here's how:



- **Less Oxygen:** Trees give us the air we breathe. Fewer trees = less oxygen. Simple math.
- **More CO₂:** Forests absorb carbon dioxide, helping to fight climate change. Lose them, and CO₂ levels spike.
- **Loss of Medicine:** Many life-saving medicines come from forest plants. Who knows what future cures we're destroying?
- **Extreme Weather:** Deforestation affects rainfall patterns, leading to more droughts, floods, and heatwaves.
- **Biodiversity Collapse:** Animals lose their homes, and entire ecosystems unravel.

Taking Action: Every Effort Counts

The fate of our forests isn't sealed just yet—there's still hope, and we all have a role to play in their protection. Choosing sustainably sourced products, such as FSC-certified wood and paper, helps reduce the demand for deforestation-linked industries. Supporting reforestation initiatives, recycling responsibly, and spreading awareness – all contribute to their preservation. Even something as simple as planting a tree in your backyard can make a difference. By making conscious choices today, we can ensure that future generations inherit a world where forests continue to thrive.

NEWS UPDATE FOR ONBOARD CREW



'PROMISES MADE, PROMISES KEPT': DONALD TRUMP SIGNS EXECUTIVE ORDER TO ESTABLISH US BITCOIN RESERVE

US President Donald Trump took a major step toward mainstream cryptocurrency adoption on by signing an executive order establishing a government-held Bitcoin reserve. After Trump's landmark order, Bitcoin's price plunged up to 5.7 percent.

Bitcoin had fallen to \$84,707, after White House artificial intelligence and cryptocurrency advisor David Sacks said on X: "The Reserve will be capitalized with Bitcoin owned by the federal government that was forfeited as part of criminal or civil asset forfeiture proceedings. This means it will not cost taxpayers a dime."

Trump's "crypto czar," hailed the new order, saying, "President Trump promised to create a Strategic Bitcoin Reserve and Digital Asset Stockpile. Those promises have been kept."

He said that under the new order, the US government will be retaining almost 200,000 bitcoin that were seized in criminal and civil proceedings.

Sacks informed, "The US will not sell any bitcoin deposited into the Reserve. It will be kept as a store of value. The Reserve is like a digital Fort Knox for the cryptocurrency often called 'digital gold,'"

The order mandates a 'full accounting' of the government's bitcoin holdings, which the czar claims were never properly audited. He also revealed that over the past 10 years, the country had sold almost 195,000 bitcoins for just \$366

million, which would now be worth an estimated \$17 billion, had they not been sold.

Furthermore, the order also enabled the treasury and commerce departments to explore budget-neutral strategies to acquire more bitcoin.

Trump's stance towards digital gold has seen a drastic transition, as he once dismissed bitcoin as a "scam," but has now positioned himself as the industry's strongest political ally. His administration has actively rolled back regulatory measures, and he has urged Congress to pass crypto-friendly legislation. He is set to host industry leaders at the White House for a "Crypto Summit."

The order also created a separate "US Digital Asset Stockpile" for holding seized cryptocurrencies other than bitcoin. On Sunday, Trump caused a brief market spike after unexpectedly stating his interest in the government holding lesser-known cryptocurrencies such as XRP, Solana, and Cardano.

Bitcoin, the world's first and largest cryptocurrency, was created in response to the 2008 financial crisis by an anonymous developer or group known as Satoshi Nakamoto. While it has yet to become a mainstream payment method, its supply of 21 million coins has led many to consider it a safety net against inflation. Some believe a strategic bitcoin reserve could even help pay off the US national debt in the future.

INDIA-BANGLADESH TIES IN 'GOOD SHAPE' DESPITE 'MISUNDERSTANDINGS': BANGLADESH CHIEF ADVISER MUHAMMAD YUNUS

Chief adviser Muhammad Yunus said that relations between Bangladesh and India "remain positive", with no deterioration in bilateral ties, despite "some challenges" arising from "propaganda".

"Some conflicts had been seen mid-way. I would say, some clouds were seen. These clouds mostly came through propaganda. Others will judge the sources," he said as the interim government in Dhaka is set to complete seven months in office.

"We are trying to overcome these misunderstandings. There is no problem in our basic relationship (with India)," Yunus told in an interview.

New Delhi's response to his statement about the bilateral ties being "in good shape" remains to be seen. India had repeatedly cited targeted attacks on Hindus, their temples and businesses in Bangladesh since the ouster of PM Sheikh

Hasina on August 5 last year, a charge Yunus denied on different occasions.

In an interview, Yunus said relations between Bangladesh and India is "historically, politically and economically" so deep that even after the recent untoward events, they remained "in good shape" and "will remain good in the future".

He said, "There is no alternative to maintaining good relations... no scope of deviating from them." Highlighting the "huge interdependence" between the two neighbours, Yunus said there is "continuous communication" between them.

He also spoke about the law-and order situation, reforms and elections, the formation of a new student party, and political developments in Bangladesh.

IRANIAN SINGER READY 'TO PAY PRICE FOR FREEDOM' AFTER 74 LASHES

PARIS: A prominent Iranian pop singer who made a song urging women to remove their headscarves said that he was willing to pay "a price for freedom" after being flogged 74 times by the authorities as part of his sentence.

Mehdi Yarrahi, arrested in 2023, was released last year after being convicted for his song in support of the "Woman. Life. Freedom" protests that erupted in 2022 and rocked Iran's clerical leadership.

"Today, the final part of the verdict issued by the Revolutionary Court -- 74 lashes -- was fully and completely implemented at branch 4 of the office for enforcement of judgements of the Tehran moral security prosecutor," his lawyer Zahra Minouei wrote on X.

"The case was closed," she added.

In a defiant subsequent post, Yarrahi added: "The person who is not willing to pay a price for freedom, is not worthy of freedom."

Yarrahi was arrested in August 2023 for releasing what the authorities termed an "illegal song", namely the track "Roosarito" ("Your Headscarf" in Persian) and voiced support for women's right to remove the garment that must be worn in public in the Islamic republic.

The implementation of his sentence sparked uproar among supporters.

Taraneh Alidoosti, an actor who was arrested during the

protest movement after she posed without the headscarf, said on Instagram in response to the flogging: "Shame on backwardness, shame on torture, shame on violence, shame on anti-human laws, and shame and disgrace on our helplessness."

Nobel peace prize laureate Narges Mohammadi, on temporary release from a prison sentence, said in a statement the flogging was "retaliation" for Yarrahi's support of women in Iran.

"The lashes on Mehdi's body are a whip against the proud and resilient women of Iran and the thriving, powerful spirit of the "Woman. Life. Freedom." movement, she said.

Iran's sharia law provides for flogging sentences that are frequently handed out by judges, though far from always implemented.

Yarrahi's 2022 song "Soroode Zan" (Woman's Anthem) also became a protest anthem, especially at universities.

The death in custody on September 16, 2022 of Mahsa Amini, a 22-year-old Iranian Kurd arrested for allegedly violating Iran's strict dress rules for women, sparked months of protests that included calls for an end to Iran's Islamic regime.

The protests have now largely been quashed despite occasional outbursts after a crackdown that saw thousands detained, according to the United Nations, and hundreds shot dead by security forces, according to activists.

US TO USE AI TO IDENTIFY AND REVOKE VISAS OF ALLEGED HAMAS-SUPPORTING STUDENTS: REPORT

If you are a foreign student who is a supporter of Palestinian Hamas militants and living in the United States then maybe there is a high chance that your visa will be revoked as the US is planning to revoke such visas.

The state department is planning to deploy artificial intelligence technology to cancel visas of international students that seems to be supportive of Hamas.

Following Trump's January executive order against antisemitism, the administration aims to remove non-citizen university students participating in pro-Palestinian demonstrations, which have continued throughout Israel's military campaign in Gaza following Hamas' October 2023 assault.

The AI-fueled "Catch and Revoke" effort will include AI-assisted reviews of tens of thousands of student visa holders' social media accounts.

Officials are reviewing media coverage of anti-Israel demonstrations and examining legal complaints from

Jewish students regarding alleged antisemitic behaviour by foreign nationals.

Whilst some Jewish organisations support Palestinian causes and numerous protesters oppose both antisemitism and Hamas, instances of religious prejudice have occurred at both pro-Palestinian gatherings and pro-Israeli counter-demonstrations.

The initiative involves collaboration between state department, justice department and homeland security.

Trump announced plans to withdraw funding from educational institutions permitting what he terms unlawful protests.

"Agitators will be imprisoned/or permanently sent back to the country from which they came. American students will be permanently expelled or ... arrested," Trump stated.

Constitutional protections for free speech and assembly exist under the First Amendment. Civil rights organizations have criticized Trump's stance towards protesters.



The US government classifies Hamas as a "foreign terrorist organization."

According to Israeli figures, the Islamist group's October 7, 2023 attack resulted in 1,200 deaths and over 250 hostages.

Gaza authorities report that Israel's subsequent military operation has caused more than 48,000 Palestinian casualties, displaced nearly the entire population, and prompted allegations of genocide and war crimes, which Israel contests.

EU LEADERS SEEK TO STRENGTHEN MILITARY CAPACITY AS US SUPPORT DIPS UNDER TRUMP

European Union leaders gathered for an emergency summit to discuss how to bolster their collective defence capabilities and ensure continued support for Ukraine amid growing concerns that the United States might reduce its security backing under President Donald Trump's administration.

The summit, held in Brussels, came as EU leaders recognized the urgent need to address both internal security and external threats, especially from Russia.

Global security landscape

The meeting underscored the dramatic shift in the international security environment since Trump took office, with the US reevaluating its role in Europe's defence, a cornerstone of Western security since World War II. European leaders are now facing the reality that they may need to take on more responsibility for their own defence.

Friedrich Merz, a key figure in Germany's political landscape and likely to become the country's next chancellor, and summit chair Antonio Costa, discussed strategies to enhance Europe's defence within a tight timeframe. Merz has been advocating for looser fiscal rules to allow Germany to increase its defence spending.

Macron's Proposal

French President Emmanuel Macron, who is actively leading EU defence discussions, suggested the possibility of using France's nuclear deterrent to protect Europe from Russian aggression.

Macron emphasized that the EU must act decisively to safeguard its future without depending on the US or Russia. In a national address, Macron declared that EU member states would be able to boost their military spending through joint funding, aimed at purchasing advanced military equipment such as tanks and weapons.

"Europe's future does not have to be decided in Washington or Moscow," Macron stated, reinforcing the EU's push for greater autonomy in defence matters.

Financial constraints

European Commission President Ursula von der Leyen presented a proposal to relax EU budgetary rules, allowing member states to significantly increase defence spending.

Under her plan, 150 billion euros (\$162 billion) would be allocated in loans to help countries purchase key military equipment. However, the proposal comes at a time when many EU countries, such as France, Italy, and Spain, are already facing high debt levels, exacerbated by pandemic relief measures and the energy crisis caused by Russia's invasion of Ukraine.

Ukraine defence

Alongside discussions on EU defence, the summit also focused on securing continued support for Ukraine, which faces increasing Russian missile attacks.

Ukrainian President Volodymyr Zelenskyy joined the summit, underscoring the urgency of reinforcing Ukraine's defence capabilities. The recent Russian missile strike on a hotel in Zelenskyy's hometown of Kryvyi Rih, which killed four people, highlighted the ongoing dangers the country faces.

President Trump ordered a halt to US military supplies to Ukraine, demanding that Zelenskyy engage in negotiations to end the war with Russia.

This development brought added urgency to the summit discussions, although the meeting was not expected to resolve immediate shortages of arms or military supplies for Ukraine.

Challenges to EU unity

While European leaders have acknowledged the immediate threats facing the continent, the biggest challenge remains achieving consensus within the fractured EU. Hungary has already threatened to veto part of the summit's statement on Ukraine, highlighting the difficulty in reaching unanimous support on key issues.

Despite these challenges, the EU remains committed to strengthening its defence posture. Von der Leyen warned that Europe faces a "clear and present danger" on a scale unseen in decades, stressing the need for decisive action.

However, the summit is unlikely to deliver immediate, concrete decisions on military spending or aid to Ukraine. A follow-up EU summit, scheduled for March 20-21, will likely offer more clarity on the bloc's defence and security strategies moving forward.

YOUR FORECAST

The future belongs to those who believe in the beauty of their dreams



- BY RANI

Aries (Mar 21 – Apr 20)

This month, home life takes center stage, keeping travel plans on hold. Responsibilities and loved ones require your focus, so prepare to settle in. While enjoyment is important, moderation is key. Now is the time to reap long-overdue rewards—take a well-deserved bow! Romance is heating up, offering exciting possibilities. If possible, postpone major lifestyle changes until you are mentally prepared to keep stress levels low as you embrace the new season. The stars are aligning to spark artistic inspiration or usher in a dream-like romance—let the magic unfold! It is worth reminding yourself time and again that you are deserving of the gifts the universe is showering on you.

Taurus (Apr 21 – May 21)

Refresh your mind with a road trip—a change of scenery will work wonders. New opportunities and recognition are headed your way. In the face of uncertainties, this is your chance to showcase your expertise. This is the time to shoot for the stars—make your move, and you could find yourself in a leadership role soon. Travel will bring meaningful connections and unexpected growth, move forward with an open mind. Most importantly, trust your intuition; it will steer you towards the best choices for the next decade, balance in your perspective is going to be your strength. Follow your instincts as you rise to new heights of success!

Gemini (May 22 – June 21)

This is your moment to shine! However, financial discipline is key—enjoy life, but keep spending in check by maintaining a journal for your expenses and tracking down unnecessary money leaks. The choices you make now will have lasting effects, so be mindful of your decisions. This shift brings opportunities for increased earnings, offering some much-needed financial relief. Still, a budget remains essential. Take time to reflect on how you present yourself to the world, sometimes getting into the shoes of others can show us areas in which we could use some help. If something doesn't align with who you are, don't be afraid to make a change, it will work in your favor!

Cancer (June 22 – July 22)

This phase of life calls for stability and pragmatism. Prioritize financial organization and set realistic goals to secure your future. Your patience and structured approach will yield success in both personal and professional areas. Relationships will thrive under your steady presence—take time to strengthen bonds and resolve lingering concerns. Hard work will soon bring well-deserved rewards, leading to moments of joy and meaningful connections. In your career, diligence and precision will open doors to new opportunities. Stay committed to your path, embrace growth, and trust that your persistence will pave the way for lasting success, you have the power within you to create a legacy.

Leo (July 23 – Aug 23)

This period calls for patience. While your honesty is one of your strengths, choose your words wisely. A long-standing work issue is finally reaching resolution after months of effort. Expect a renewed sense of energy—you are soon going to be back in full force. However, channel that fiery drive with balance to ensure that it works for you. A wardrobe refresh might do wonders for your confidence and charisma, setting the stage for a journey of self. Your creativity and intuition are about to surge—trust your instincts and the guidance around you. The universe is working in your favor, use this as an opportunity to manifest the best for you.

Virgo (Aug 24 – Sept 23)

Balancing relationships will require compromise, but that doesn't mean sacrificing your own needs. Setting clear boundaries ensures your voice is heard without being overshadowed. Patience will be your greatest asset—especially until April. Prioritize rest and self-care; taking time for yourself now will pay off in the long run. Moments of reflection will bring clarity, helping you navigate the year with greater confidence. Meanwhile, a captivating new connection may spark your interest, but it's wise to withhold judgment until later in the year. Your intuition is especially sharp when it comes to relationships—trust it to guide you in the right direction. If something feels off, don't dismiss the warning signs. In your professional life, your empathy and attention to detail will serve you well, but be cautious of overextending yourself.

Scorpio (Oct 24 – Nov 22)

While enjoying yourself is important, this month calls for balance—it's easy to get carried away. Practice moderation where you can. Whether it's a passion project or a meaningful relationship, let your creativity and emotions flow freely. Solitude will be especially rejuvenating, so prioritize quiet moments for self-care. As old friends try to draw you out of your cocoon, set boundaries to safeguard your peace. Treat yourself to a well-deserved pampering session—whether it's a massage, a spa day, or simply time to unwind. Your mind and body will thank you and it will prepare you for the times ahead when you'll need strength in your resources!

Sagittarius (Nov 23 – Dec 21)

Your schedule is packed with events, parties, and social gatherings, but choose wisely—not every invitation is worth your time. Staying mindful of your actions will help you avoid unnecessary drama, at the end of the day, nothing is worth sacrificing your mental peace. This time period is perfect for an evening out with friends—who knows what creative sparks might fly? You'll find interesting people making their way into your circle, bringing fresh perspectives and inspiration. Life is about to get interesting, cherish this time and conserve your energy for exciting times ahead. Embrace the variety and excitement unfolding around you but use your trust sparingly, loyalty is a rare thing in this time and age.

Capricorn (Dec 22 – Jan 20)

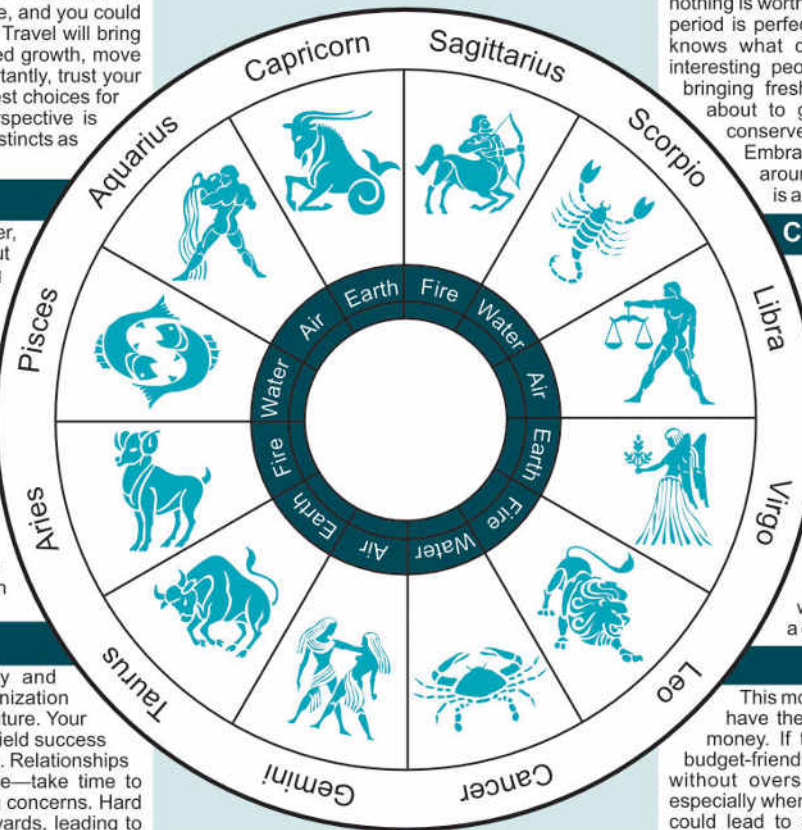
This is your moment to shine! This shift brings opportunities for increased earnings, offering some much-needed financial relief. However, financial discipline is key—enjoy life, but keep spending in check. The choices you make now will have lasting effects, so be mindful of your decisions. Making and following a budget remains essential. Take time to reflect on how you present yourself to the world. Ask yourself if you are living your most authentic life and if the answer is no, you must act upon this. Authenticity and integrity are the true pillars of happiness. If something doesn't align with who you are, don't be afraid to make a change!

Aquarius (Jan 21 – Feb 18)

This month, your financial energy is strong—you have the ability to both draw in and push away money. If travel is on your mind, consider short, budget-friendly road trips to satisfy your wanderlust without overspending. Avoid impulsive spending, especially when emotions run high. A sudden realization could lead to a major mental breakthrough, so stay attuned to intuitive insights. Your imagination and intuition are at their peak, setting the stage for a period of heightened creativity and psychic awareness in the years ahead. Trust your instincts—they're sharper than ever and they will reveal secrets that will propel your life towards success and bliss!

Pisces (Feb 19 – Mar 20)

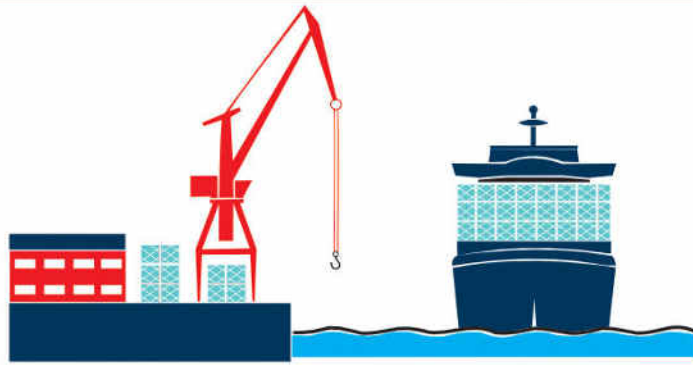
Your love life is set to be thrilling and full of surprises, infusing relationships with passion and spontaneity. However, take things slow—rushing could lead to unexpected twists. New connections are on the horizon, old connections may blossom into something you desire. On the career front, leadership opportunities arise, and you'll find yourself stepping up effortlessly, this is the time you have been waiting for. This could be your chance for a well-earned promotion. While challenges may feel like a cosmic test, real progress comes when you listen as much as you speak. Trust your creativity—it could be the key to excelling in all areas of life!



Libra (Sept 23 – Oct 23)

This period calls for practical approaches to strengthening relationships and addressing shared financial matters. An old flame may resurface, but tread carefully—past mistakes shouldn't be repeated. If they aren't willing to put in the effort, it may be best to move on. Financially, this phase offers opportunities for a reset, whether through a loan, windfall, or another form of relief. However, be mindful of your spending and habits—moderation is key. Clear communication is essential now, requiring extra effort to prevent misunderstandings. Trust your intuition, especially regarding financial decisions, as your instincts could lead to prosperity. In personal relationships, prioritize honesty and open dialogue to foster deeper connections. This period encourages you to stand your ground. If conflicts arise, you'll handle them with poise rather than frustration.

(Disclaimer- The information and astrological interpretations in this magazine are purely for recreational reading. They are not meant to replace intelligent decision making on behalf of the reader, nor assume responsibility for the reader's life choices.)



Marine Insights

SOLAS AMENDMENTS: KEY UPDATES FOR THE MARITIME INDUSTRY

The SOLAS Convention sets out the minimum standards for how ships should be built, equipped, and operated to ensure their safety. This includes guidelines for the structure, machinery, electrical equipment, fire protection, life-saving appliances, radio communications, navigation safety, and cargo carriage.

Relevant Stakeholders:

Shipowners, managers, design offices, shipyards, suppliers, and flag states will find these amendments crucial for compliance and operational efficiency.

- ▶ Fault isolation in fire detection systems
- ▶ Life-saving appliances
- ▶ Safety measures for LNG-fueled ships

KEY AMENDMENTS:

1. Safe Mooring Operations

New SOLAS requirements enhance mooring safety by setting additional guidelines for selecting, arranging, inspecting, maintaining, and replacing mooring equipment, including lines. Ships must maintain documentation on mooring arrangements and equipment selection.

Regulatory Basis:

- ▶ SOLAS Regulation II-1/3-8
- ▶ Supporting Guidelines:
 - MSC.1/Circ.1619: Mooring arrangements and equipment selection
 - MSC.1/Circ.1620: Inspection and maintenance of mooring equipment
 - MSC.1/Circ.1175/Rev.1: Shipboard towing and mooring equipment

Applicability:

Design requirements:

New cargo and passenger ships ($\geq 3,000$ GT) from 1 January 2024, with reasonable applicability to smaller vessels.

Maintenance/inspection requirements:

Retroactive for all ships.

2. Modernization of the Global Maritime Distress and Safety System (GMDSS)

SOLAS updates introduce more flexible, provider-independent requirements while removing obsolete systems. Communication equipment regulations have been moved from Chapter III to Chapter IV. The definition of sea areas A1 to A4 now considers variable satellite coverage.

Key Changes:

- ▶ Recognition of Iridium as a service provider alongside Inmarsat.
- ▶ Provider-specific terms replaced with "recognized mobile satellite service."

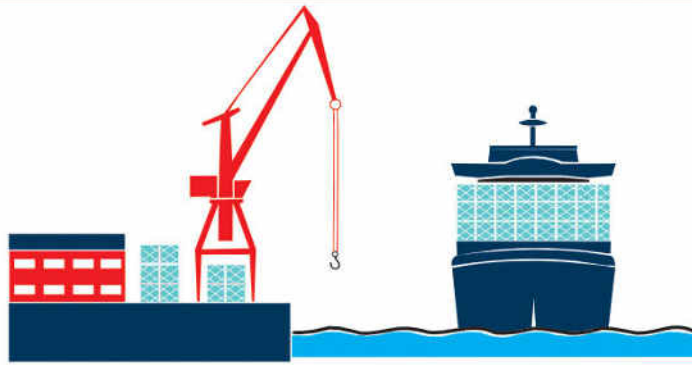
TIMELINE OF SOLAS VERSIONS BEFORE 2026

- **1914:** The first version was adopted in response to the sinking of the Titanic. It included requirements for lifeboats, life vests, and radio watches. However, World War I delayed its implementation.
- **1929:** The second version was adopted.
- **1948:** The third version was adopted.
- **1960:** The fourth version was adopted.
- **1974:** The 1974 version entered into force in 1980. It includes a procedure for amending the convention. The 1974 version has been amended many times.
- **1981:** Revised chapter II-2.
- **1992:** Fire Safety Amendments were adopted in response to the fire on the Scandinavian Star passenger ship in 1990.
- **2000:** Revised chapter II-2.
- **2024:** Updates to radio communications, life-saving appliances, mooring, and fire detection systems.

OVERVIEW

The SOLAS Convention is the cornerstone of international treaties ensuring the safety of merchant ships. Technical provisions are typically updated on a four-year cycle. The last update highlights amendments concerning:

- ▶ Safe mooring operations
- ▶ Modernization of the GMDSS
- ▶ Watertight integrity
- ▶ Watertight doors on cargo ships



Marine Insights

- ▶ Consequential amendments to HSC, SPS, and MODU Codes.
- ▶ **Enforcement:** 1 January 2024. Existing SOLAS certificates remain valid until expiration.

3. Watertight Integrity

Updates to SOLAS Chapter II-1 align watertight integrity requirements with the probabilistic damage stability approach. These changes refine assumptions regarding progressive flooding, collision bulkhead valves, and watertight door considerations.

Applicability:

- ▶ New cargo and passenger ships from 1 January 2024.
- ▶ No impact on existing ships.



4. Watertight Doors on Cargo Ships

Amendments harmonize the treatment of watertight doors in damage stability calculations across MARPOL Annex I, the Load Lines Convention, the IBC Code, and the IGC Code.

Enforcement Dates:

- ▶ Load Lines Convention & IBC Code: 1 January 2024.
- ▶ MARPOL Annex I & IGC Code: 1 July 2024.
- ▶ Applies to new cargo ships; no impact on existing vessels.

5. Fault Isolation in Fire Detection Systems

Updates to the Fire Safety Systems (FSS) Code adjust short circuit isolator requirements for fire detectors on cargo ships and passenger ship balconies. Instead of requiring isolators at each detector, cargo ships may

use one per deck.

Enforcement: 1 January 2024.

6. Life-Saving Appliances

Various updates to SOLAS Chapter III and the LSA Code include:

- ▶ Rescue boats under 700 kg no longer require stored mechanical power, provided they can be handled by one person.
- ▶ Free-fall lifeboats no longer need launch testing at 5 knots in calm water.
- ▶ Lifeboats with dual propulsion systems are exempt from buoyant oar requirements.

Applicability:

- ▶ Cargo and passenger ships from 1 January 2024.
- ▶ Flag states encouraged to apply launch test provisions earlier.

7. Ships Using LNG as Fuel

Updates to the IGF Code reflect operational experience since 2017, focusing on:

- ▶ Fire protection cofferdams (Chapter 6.7)
- ▶ Safe fuel distribution outside machinery spaces (Chapter 9)
- ▶ Fire protection between fuel containment areas (Chapter 11)
- ▶ Fixed fire-extinguishing systems in LNG fuel preparation spaces (Chapter 11)

Applicability:

- ▶ New LNG-fueled ships from 1 January 2024.

LOOKING AHEAD: SOLAS 2026

The IMO's Maritime Safety Committee (MSC 105) finalized the SOLAS 2024 amendments in April 2022. Given COVID-19-related delays, an ad hoc mid-term amendment cycle has been introduced. The next SOLAS update will take effect on 1 January 2026, incorporating amendments adopted before 1 July 2024.

From now through to 1 January 2026, it is expected that signatories to the SOLAS Convention and their respective competent authorities will issue guidance to support the industry comply with the new amendments and consider how and when any enforcement actions will be taken in cases of non-compliance.

(Disclaimer: All data and information provided in this article is for informational purposes only. **SEAANDJOB** takes no responsibility as to the accuracy, completeness, correctness, suitability or validity of this information and will not be liable for any errors or omissions in this information, or any ramifications arising from its display or use.)



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Tel: +91-22-40372221 / 22, +91-22-40502100
Fax: +91-22-28234987
Email: mumbai@damicoishima.com

Please forward your CV on:

crew.in@damicoishima.com, hrsea@damicoishima.com,
crewing@damicoishima.com

DELHI OFFICE:

JA 912 & 914, 9th Floor, DLF Tower A,
Jasola District Centre, New Delhi - 110025.
Tel: +91-11-41658541 / 46075160
Email: delhi@damicoishima.com

Please forward your CV on:

delhi@damicoishima.com

Website: www.damicoishima.com

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at Seajob Indian Anchor
Awards 2018

WE HAVE NO AGENTS IN INDIA.



URGENT REQUIREMENTS

FOR OUR TANKER FLEET OF IMO TYPE II & III / PRODUCT TANKERS, CHEMICAL TANKERS

Master (with 20-24 months Tanker experience),

Chief Officer (12 months Tanker experience),

Chief Engineer (with ME Electronic Engine experience),

Third Officer (with 12 months Rank experience holding valid
documents and management level DCE Oil / Chemical),

2nd Engineer (Rank Experience of 12 Months Tanker experience),

3rd Engineer (with 12 months Rank experience holding valid
documents and management level DCE Oil / Chemical),

4th Engineer (with 12 months Rank experience holding valid
documents and management level DCE Oil / Chemical),

Electrical Officer, Chief Cook (with Italian experience),

AB (preferably with Tanker experience),

Pumpman (with Framo Vessel experience).

Unlimited Internet access to all onboard

- Excellent promotional prospects.
- Family Carriage for all Officer Ranks.
- Joining and repatriation flights (hometown).

- Value-Added Training / Courses, Hotel Accommodation & Company's guest house facility available for all ranks.
- Attractive salary package.
- Flag State expenses for all Officers borne by the company.

- Well maintained diverse fleet.
- Long-term employment.
- Defined career path culminating into shore based placement.

WE URGENTLY REQUIRE FOR OUR BULK FLEET VESSEL

Master / Chief Officer / 2nd Officer / 3rd Officer / Chief Engineer /
2nd Engineer / 3rd Engineer / 4th Engineer / Electrical Officer

FLEET PERFORMANCE ANALYST, MUMBAI

- Technical performance investigations to improve the efficiency of the entire fleet operated by d'Amico Shipping Group.
- Delivering vessel and fleet performance fact-based analyses and recommendations using our in-house vessel performance systems/external systems.
- Collect and analyse sustainability/emission data, and produce reports.
- Analyse sustainability data for Emission Compliance Regulations.
- Monitor and maintain an evidence pack for the emission fleet.
- Energy Management analysis as per ISO 50001:2018 and TMSA Audit Energy Analysis.
- Minimum Degree in Engineering (Naval Architecture, Hydrodynamic or a related discipline).
- Minimum of 1-2 years' experience in a similar position.

Contact - recruit.in@damicoishima.com

TECHNICAL SUPERINTENDENT, MUMBAI

- **Qualification:** C/E with oil/chemical tanker sailing background.
- 1 to 2 years' experience in similar position.

Contact - recruit.in@damicoishima.com

CHIEF ACCOUNTANT

- Bachelor's / Masters degree in accounting.
- Honor's degree preferred.
- Completion of Articles.
- 8-10 years relevant experience for B.Com or M.Com or CA.
- Prior working experience in a shipping company with experience in handling corporate accounting of crew management or ship management company.

Contact - recruit.in@damicoishima.com



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RPSL-MUM-350
ISSUE DATE: 02-10-2020
EXPIRY DATE: 02-10-2025

VLCC, Aframax, Suezmax, Product Tankers,
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REQUIRE FOLLOWING RANKS:

- | | | |
|-----------------|------------------|--------------|
| * Master | * Chief Engineer | * ETO |
| * Chief Officer | * 2nd Engineer | * Chief Cook |
| * 2nd Officer | * 3rd Engineer | * AB |
| * 3rd Officer | * 4th Engineer | * Pumpman |
| | | * Oiler |

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Address:

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RPSL NO: 162270 | Issue Date: 23.09.2024 | Valid till: 23.09.2029

URGENT REQUIREMENTS OFFICERS AND CREW FOR BULK CARRIER VESSELS (PANAMAX / CAPE SIZE) AND CRUDE OIL TANKER:

Master / Chief Officer / Chief Engineer / 2nd Engineer
2nd Officer / 3rd Officer / 3rd Engineer / 4th Engineer
Electrical Officer / Pumpman / Bosun
AB & Oiler (With COP) / Engine & Deck Fitter / Cook / GS

Candidates must have 2-3 contracts' rank experience
on similar type of ship. Any National COC is
acceptable. Salary as per market standards.

Interested candidates please share CVs to :
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Please directly contact us on: +91 77383 90219
We do not have any agency services.

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Requirements for following ranks:

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- Second Engineer
- Third Officer (Top Urgent)
- Able Seaman (Top Urgent)
- Ordinary Seaman (Top Urgent)



Contact Details

Mr. Satish Kadam

CHELLARAM SHIPPING PRIVATE LIMITED

Metro House, 4th Floor, M G Road,
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ETO

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Our principal
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Requirements For: **SUEZMAX TANKER**

- MST** (Min 12 months rank exp in suezmax tanker)
- C/O** (Min 12 months rank exp in suezmax tanker)
- 2ENG** (Min 12 months rank exp)
- 3/O** (With 6 months rank exp)
- 4ENG** (Min 6 Months rank Exp)
- JWKO** (With COC and Deck cadet background)
- ETO** (With COC and min 6 months rank exp)

CONTAINER OPENINGS

(WITH MINIMUM 6 MONTHS OF EXPERIENCE)

- OFFICERS AND ENG ALL RANKS
- ETO, ETR
- REEFERMAN, REEFERENG

For Container Ratings: All ranks



Capt. (Dr). G. Ramaswamy
CEO - Njordships India

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- Crude Oil Tanker
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- Family insurance covered

RPSL-CHN-059 | DOI-29-11-2021 | DOE-29-11-2026



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FOR RATINGS:

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ADDRESS

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WEBSITE

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RP5 License No : MUM - 466 | Issue Date : 30-05-2016 & Valid Till : 02-05-2028 | CIN : U74120MH2016PTC273272 | ISO 9001:2015 Certified by IRQS | MLC 2006

REQUIRE FOR EXPANDING FLEET

FOR MR TANKER:

Rank	No of Vacancy
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✚ CHIEF OFFICER	03
✚ CHIEF ENGINEER	03
✚ 2 ND ENGINEER	04
✚ ETO	04



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Email : all.users@klsmmumbai.com

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RPSL - Mum-065 / Date of Expiry 01 Sept 2026
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Tel : +91-22-61538100
Email : ksms@ksmsindia.com and manning@ksmsindia.com
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YUAM Crew Management Private Limited

RPSL No : RPSL-MUM-161 | DOI - 04.02.2025 | DOE - 04.02.2030

URGENT REQUIREMENTS FOR FOLLOWING OFFICERS & RATINGS FOR MR TANKER (FLAG: PANAMA)

- ▶ Master
- ▶ Chief Officer
- ▶ 2nd Officer
- ▶ 3rd Officer
- ▶ Chief Engineer
- ▶ 2nd Engineer
- ▶ 3rd Engineer
- ▶ 4th Engineer
- ▶ ETO
- ▶ Fitter
- ▶ Cook

Experience: Minimum 12-24 months, preferably on MR tankers.

PLEASE FORWARD YOUR CVs TO :
YUAM Crew Management Private Limited

B-710, 7th Floor, Bonanza, Sahar Plaza Complex,
Next to Kohinoor Continental Hotel, Andheri-Kurla Road,
Nearest Landmark: Chakala Metro Station,
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Email : hr@yuamship.com

YUAM Crew Management Pvt. Ltd. specializes in managing seafarers on behalf of ship owners and ship managers.

WE REQUIRE EXPERIENCED CANDIDATES FOR OIL/PRODUCT & BITUMEN TANKERS (4,000 TO 35,000 DWT)

VESSEL ROUTE: FAR EAST/GULF

Liberia / Panama COC holders also can apply.

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- ▶ Chief Officer (urgent)
- ▶ 2nd Officer (urgent)
- ▶ 3rd Officer (urgent)
- ▶ Chief Engineer
- ▶ 2nd Engineer
- ▶ 4th Engineer
- ▶ ETO (urgent)
- ▶ AB
- ▶ Oiler

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Shane Marine
Beyond the Ocean

RPSL-CHN-061 | Valid from 21/10/2022 | Valid Till 21/10/2027

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PRODUCT (OIL / CHEMICAL)

Chief Officer / 2nd Officer / 3rd Officer
Promotional Chief Engineer / 2nd Engineer / 4th Engineer / Electrical Officer

BULK CARRIER

Master / Chief Officer / 2nd Officer
Chief Engineer / 2nd Engineer / Electrical Officer

GENERAL CARGO VESSEL

Electrical Officer

MR TANKERS (vessel age is 5 years old)

3rd Officer
Electrical Officer
US visa and 12 months rank experience is mandatory

RATINGS

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2/O, 3/O, Jr. officer	Ms. Shikha Sharma - 7710010159 shikhasharma@sishipping.com	3/E, 4/E, Jr. Engg, Pumpman, Fitters	Mr. Alston - 7208911344 alston@sishipping.com
Back Up All Ranks	Mr. Dilip Pandit - 8655797742 dilippandit@sishipping.com	Oiler, Wiper, AB, OS, Cook, GS	Mr. Yogesh Gawde - 8655686476 yogeshgawde@sishipping.com

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Tangar

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Issue Date: 02.11.2011 Valid Till: 07.01.2027

SHORE JOB REQUIREMENTS:

MARINE SUPERINTENDENT

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TECHNICAL SUPERINTENDENT

CE with sailing experience on LPG.

MANNING INCHARGE

Master Mariner with 3+ years of shore experience on LPG & Oil Carriers.

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Must hold professional accounting certification CA / ICWA with minimum 5 years of experience.

DY. PURCHASE HEAD

Must hold a minimum of 10 years of experience in the Shipping Industry.

PURCHASE EXECUTIVE

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SOURCING EXECUTIVE

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URGENT REQUIREMENTS FOR OUR LPG & OIL TANKERS:

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- Chief Engineer
- 2nd Officer
- 2nd Engineer
- 3rd Officer
- 3rd Engineer
- ETO
- Engine Fitter

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RPSL : MUM 201
Valid Till : 27-07-2026

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Website: www.shanshipmanagement.com

FOLLOWING RANK REQUIREMENTS:

MASTER, CHIEF OFFICER, 2ND OFFICER,
3RD OFFICER, AB, BOSUN, PUMPMAN,
DECK FITTER, CHIEF ENGINEER,
2ND ENGINEER, 3RD ENGINEER,
4TH ENGINEER, MOTORMAN, ENGINE FITTER.

CRUDE OIL TANKER | OIL - CHEMICAL TANKER
PRODUCT TANKER | VLGC

SHORE JOB OPPORTUNITIES

URGENT REQUIREMENTS:

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Sailing Experience as 2E or CE in Oil Tankers

Safety & Quality Manager

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RPSL-MUM-125 DOI: 08-04-2021 DOE: 08-04-2026

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(with Adequate rank experience with COC) |
| + 2ND OFFICERS / 3RD OFFICERS
(minimum 12 months rank experience) | + CHIEF OFFICER / 2ND ENGINEER
(minimum 12 months rank experience) |
| + JUNIOR OFFICERS
(minimum 12 months rank experience) | + 3RD ENGINEERS / 4TH ENGINEERS
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Peninsular Maritime (I) Pvt. Ltd.

RPSL NO: MUM-1021 | DOI- 18/06/2024 | DOE- 17/06/2029

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Main Fleet - Tankers

Master - 2 Years Rank Experience

Chief Officer - 18 Months Rank Experience

Offshore Fleet : Wartsila / Sulzer / MAN

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Second Engineer - 18 Months Rank Experience

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Recruiting For Main Fleet - Tankers

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- Technical / Quality Assistant - 2 Years Shore Experience (2 in No.)
 - Purchase Officers - 2 Years Shore Experience (4 in No.)
 - Crewing Officers - 2 Years Shore Experience (4 in No., 2 in sourcing & 2 in documentation /operations)

Recruiting For Offshore Fleet

- Technical Superintendent - 0-6 Months Minimum Shore Experience (5 in No.)
- Marine Superintendent - 0-6 Months Minimum Shore Experience (2 in No.)
- Technical / Quality Assistant - 2 Years Shore Experience (2 in No.)
 - Purchase Officers - 2 Years Shore Experience (4 in No.)
 - Crewing Officers - 2 Years Shore Experience (4 in No., 2 in sourcing & 2 in documentation /operations)



508-509, A-Wing,
Mahavir Icon, Plot 89/90,
Sector 15, CBD Belapur,
Navi Mumbai - 400 614.



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- ICMR Approved Centre
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License No. RPSL – MUM – 320 | DOI : 20.08.2024 | DOE: 20.08.2029

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RPSL - MUM - 162153 | Issue Date : 28/04/2023 | Expiry Date : 28/04/2028

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RPSL-MUM-018 | DOI: 14.10.2020 | DOE: 14.10.2025

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RPSL NO. - MUM-162185 | ISSUE DATE - 07.09.2023 | EXPIRY DATE - 07.09.2028



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- ▶ Chief Engineer - 24 months Rank Experience
- ▶ 2nd Engineer - More than 12 months Rank Experience
- ▶ Gas Engineer - 12 months Rank Experience
- ▶ ETO - 24 months Rank Experience

FOR FOREIGN FLAG BUNKER / BITUMEN TANKER VESSELS

- ▶ Master - 12 months Rank Experience
- ▶ Chief Officer - 12 months Rank Experience
- ▶ 2nd Officer / 3rd Officer - 12 months Rank Experience
- ▶ Chief Engineer - 12 months Rank Experience
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Req. Oil Tanker Experience

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- ➔ THIRD ENGINEER
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- ➔ ETO (With COC / ETR)

Req. Chem. Tanker Experience

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- CE CEO
- CO FG DPO / NCV
- 2E (CL IV FG With 24 Months Rank Exp. / SEO With 12 Months Rank Exp.)
- 20 FG / NCV
- 3E CL IV FG

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- CO FG DPO / NCV
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- 20 FG / NCV
- 3E CL IV FG

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- CHIEF OFFICER
- THIRD OFFICER
- FOURTH ENGINEER

SHORE JOB:

Urgent Requirement Accounts Assistant Should have knowledge of Tally and MS Excel.

Experience - 1 to 2 years.

White COC and Tanker experience compulsory.

Interested candidates can email their resumes on icoon@icoonmarine.com

Address: 1406, Cyberone, Greenscape, Sector-30A, Vashi, Navi Mumbai-400703.

Contact Details: Please send your resume on our below contact numbers: +91 8591724774 / +91 8591099686 (WhatsApp only)

PLEASE CONTACT US DIRECTLY, WE DO NOT HAVE ANY AGENTS.



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RPSL-MUM-162067 | DOI: 25-Oct-21 | DOE: 25-Oct-26

REQUIREMENTS FOR BITUMEN TANKERS:

HONDURAS COC

Master / Chief Officer
2nd Officer / 3rd Officer
Chief Engineer / 2nd Engineer
3rd Engineer / Electrical Officer
AB / Oiler / Fitter

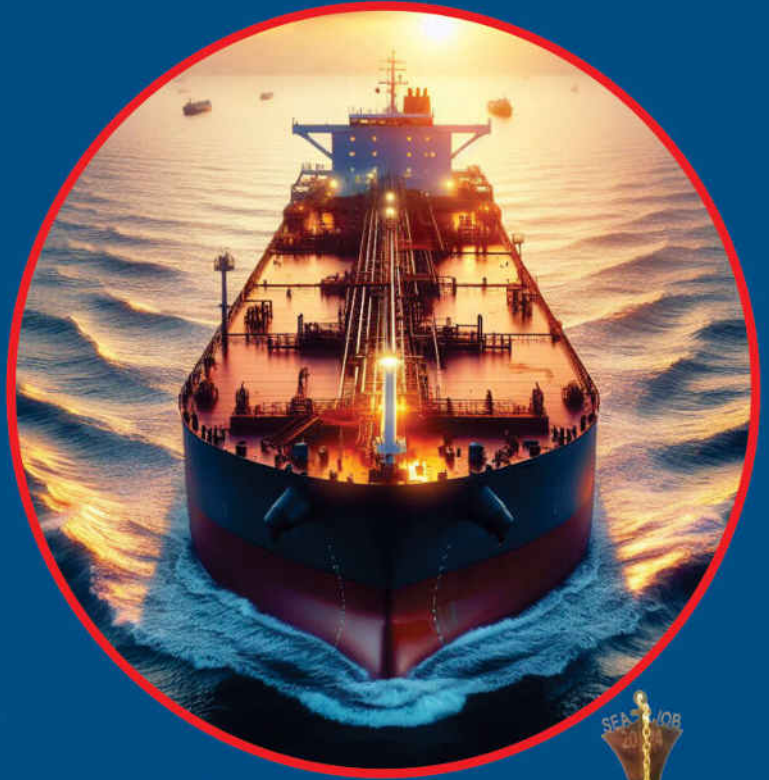
REQUIREMENTS FOR MR AND AFRA TANKERS:

PREFERRED COC:

**INDIA / UK / AUSTRALIA /
SINGAPORE / NEW ZEALAND**

Master / Chief Officer
2nd Officer / 3rd Officer
Chief Engineer / 2nd Engineer
3rd Engineer / Electrical Officer
AB / Oiler / Fitter

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ADDRESS

Office No. 315, 3rd Floor, Monarch Plaza,
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